

R629.101 A92 1956



AUTOMOBILE

FACTS and FIGURES

THIRTY-SIXTH EDITION • 1963

A U T O M O B I L E
M A N U F A C T U R E R S
A S S O C I A T I O N



HIGHLIGHTS OF 36TH EDITION

- ✦ An average of 2,500,000 new drivers have been licensed to operate motor vehicles each year since 1949. During 1955 the 74,685,000 operators accumulated a total of 583 billion miles, with each averaging 7,800 miles.
- ✦ Motor vehicle users in 1955 again surpassed the previous year's record in the use of their vehicles, as measured by vehicle mileage and gasoline consumption. This constant annual growth in the volume of traffic has brought about a general public realization that our roads and streets have largely become obsolete or otherwise inadequate for the demands placed upon them.
- ✦ After due deliberation, Congress decided this year to undertake a highway construction program on such a scale as to meet all requirements for civilian and defense purposes by the year 1969. In the enactment of the "Federal-Aid Highway Act of 1956", Congress inaugurated the greatest road-building program ever undertaken by any nation.
- ✦ 36 million households, or 73% of all households in United States, now own automobiles, and 5.7 million of these own more than one automobile. Another 6 million cars are owned by businesses and by governments.
- ✦ Despite the large annual volume of new cars sold since World War II, one out of every eight automobiles in use was produced before the war, and one out of every seven motor trucks in use was made before 1942.
- ✦ Motor vehicle users paid \$7.3 billion in special vehicle taxes last year. Motor trucks paid nearly \$2 billions of this total, as much as the combined car, bus and truck users paid in 1945, or in any year prior to 1941.
- ✦ Highway fatalities continue too large even though the fatalities per 100 million vehicle miles driven in 1955 were next to the lowest on record, in 1954.
- ✦ Insurance premiums paid by motor vehicle owners in 1954 were \$4,176,000,000.
- ✦ Motor trucks in use have doubled since 1941 in 29 states.

AUTOMOBILE MANUFACTURERS ASSOCIATION

New Center Building, Detroit 2, Michigan



WASHINGTON 6—Transportation Building

NEW YORK 17—366 Madison Avenue

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AUTOMOBILE MANUFACTURERS ASSOCIATION

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President.....James J. Nance
Vice-President.....E. J. Bush
Advisory Vice-President.....Alfred Reeves
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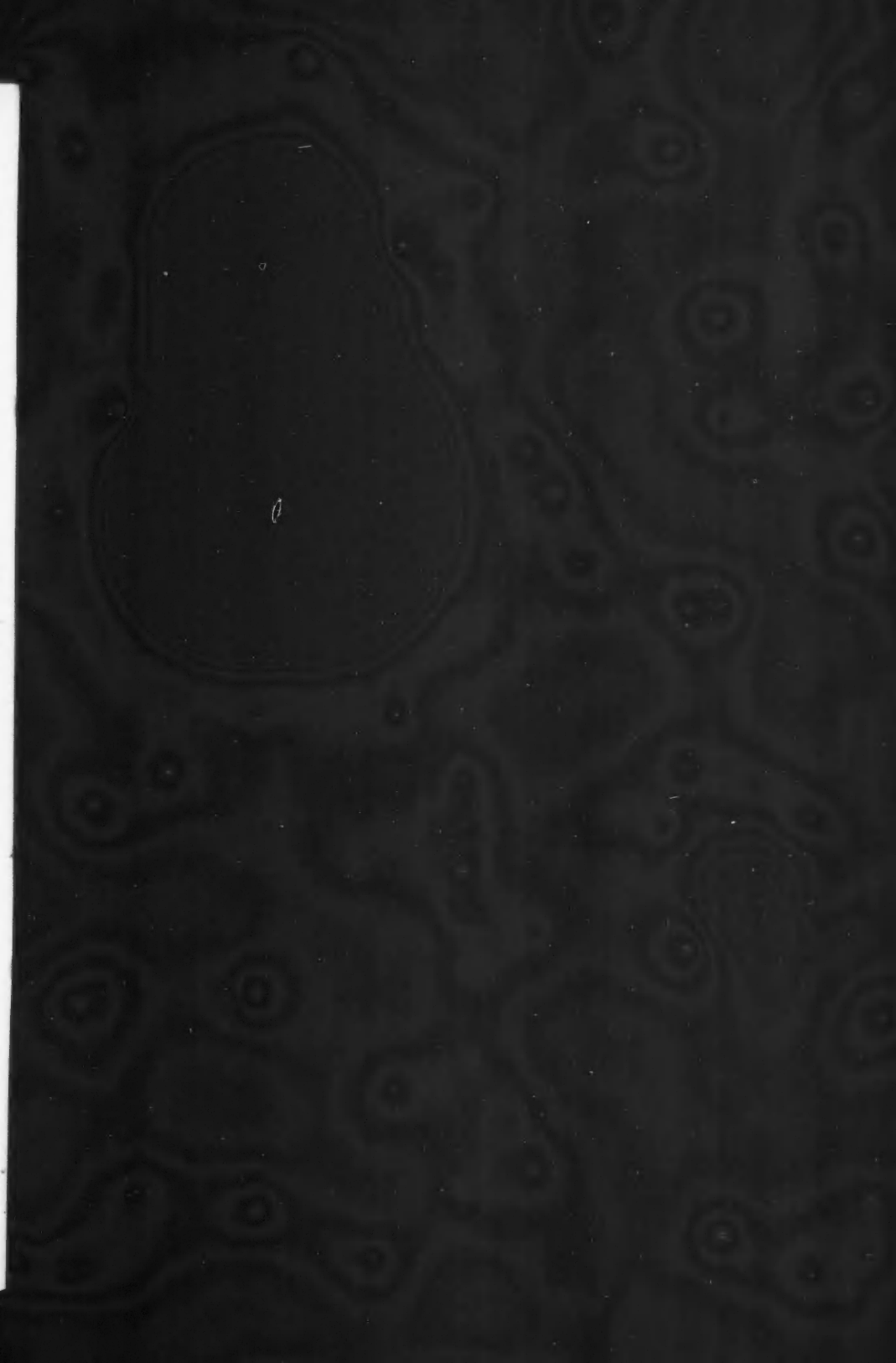
BOARD OF DIRECTORS

J. N. Bauman.....The White Motor Company
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Manager, Statistical Department.....Oscar P. Pearson





152 Million Motor Vehicles Produced in 56 Years

Factory Sales and Wholesale Value, U. S. Plants

PASSENGER CARS		MOTOR TRUCKS AND BUSES		TOTAL	
Number	Value	Number	Value	Number	Value
1900.....	4,192			4,192	\$ 4,899,443
1901.....	7,000			7,000	8,183,000
1902.....	9,000			9,000	10,395,000
1903.....	11,235			11,235	13,000,000
1904.....	22,130	700	\$ 1,272,747	22,830	24,630,439
1905.....	24,250	750	1,330,000	25,000	40,000,000
1906.....	33,200	800	1,440,000	34,000	62,900,000
1907.....	43,000	1,000	1,780,000	44,000	93,400,000
1908.....	63,500	1,500	2,350,000	65,000	137,800,000
1909.....	123,990	3,297	5,333,683	127,287	165,099,404
1910.....	181,000	6,000	9,660,000	187,000	225,000,000
1911.....	199,319	10,681	21,000,000	210,000	246,000,000
1912.....	356,000	22,000	43,000,000	378,000	378,000,000
1913.....	461,500	23,500	44,000,000	485,000	443,902,000
1914.....	548,139	24,900	44,219,096	573,039	465,057,474
1915.....	895,930	74,000	125,800,000	969,930	701,778,000
1916.....	1,525,578	92,130	161,000,000	1,617,708	1,082,378,000
1917.....	1,745,792	128,157	220,982,668	1,873,949	1,274,488,449
1918.....	943,436	227,250	434,168,992	1,170,686	1,236,106,917
1919.....	1,651,625	224,731	371,422,820	1,876,356	1,736,818,235
1920.....	1,905,560	321,789	423,249,410	2,227,349	2,232,420,373
1921.....	1,468,067	148,052	166,070,810	1,616,119	1,204,261,847
1922.....	2,274,185	269,991	226,049,658	2,544,176	1,720,563,649
1923.....	3,624,717	409,295	308,537,929	4,034,012	2,504,810,045
1924.....	3,185,881	416,659	318,580,580	3,602,540	2,288,677,139
1925.....	3,735,171	530,659	458,400,277	4,265,830	2,916,770,303
1926.....	3,692,317	608,617	484,823,435	4,300,934	3,092,187,954
1927.....	2,936,533	464,793	420,130,624	3,401,326	2,584,801,515
1928.....	3,775,417	583,342	460,108,903	4,358,759	3,032,708,046
1929.....	4,455,176	881,909	622,533,897	5,337,087	3,413,148,206
1930.....	2,787,458	575,364	390,752,061	3,362,820	2,034,835,213
1931.....	1,948,164	432,262	265,444,618	2,380,426	1,373,691,316
1932.....	1,103,557	228,303	137,624,157	1,331,860	754,484,504
1933.....	1,560,599	329,218	175,380,863	1,889,817	948,805,826
1934.....	2,160,865	576,205	326,781,688	2,737,070	1,467,259,862
1935.....	3,273,874	697,367	380,997,330	3,971,241	2,088,833,655
1936.....	3,679,242	782,220	463,719,466	4,461,462	2,478,466,691
1937*.....	3,929,203	891,016	537,314,633	4,820,219	2,776,227,253
1938.....	2,019,566	488,841	329,917,646	2,508,407	1,570,949,941
1939.....	2,888,512	700,377	489,786,701	3,588,889	2,260,018,298
1940.....	3,717,385	754,901	567,820,414	4,472,286	2,938,474,497
1941.....	3,779,682	1,060,820	1,069,799,855	4,840,502	3,637,005,851
1942.....	222,862	818,662	1,427,456,801	1,041,524	1,591,270,360
1943.....	139	699,689	1,451,794,475	699,828	1,451,896,274
1944.....	610	737,524	1,700,928,939	738,134	1,701,375,643
1945.....	69,532	655,683	1,181,955,532	725,215	1,239,210,187
1946.....	2,148,699	940,866	1,043,247,276	3,089,565	3,023,028,360
1947.....	3,558,178	1,239,443	1,731,713,000	4,797,621	5,667,730,000
1948.....	3,909,270	1,376,274	1,880,475,000	5,285,544	6,750,898,000
1949.....	5,119,466	1,134,185	1,394,035,000	6,253,651	8,044,892,000
1950.....	6,665,863	1,337,193	1,707,748,000	8,003,056	10,175,885,000
1951.....	5,338,436	1,426,828	2,323,859,000	6,765,263	9,565,134,000
1952.....	4,320,794	1,218,165	2,319,789,000	5,538,959	8,774,903,000
1953.....	6,116,498	1,206,266	2,089,060,000	7,323,214	11,091,640,000
1954.....	5,558,897	1,042,174	1,660,019,000	6,601,071	9,878,113,000
1955.....	7,920,186	1,249,090	2,020,973,000	9,169,276	14,473,844,000

NOTES:

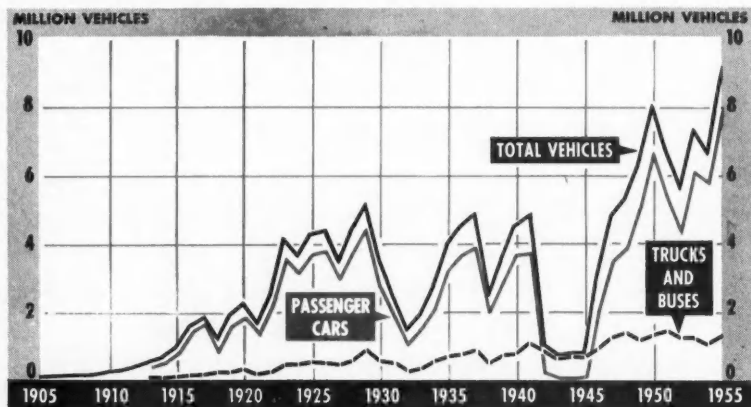
A substantial part of the trucks and buses reported comprises chassis only, without bodies; hence the value of bodies for these chassis is not included.

Federal excise taxes are excluded in all years.

Table above includes sales of military vehicles.

*Beginning with year 1937, standard equipment is included in the values reported.

Annual Motor Vehicle Factory Sales from U.S. Plants



Monthly Factory Sales From U. S. Plants

	PASSENGER CARS			MOTOR TRUCKS			MOTOR COACHES		
	1954	1955	1956	1954	1955	1956	1954	1955	1956
January.....	454,562	635,513	591,032	96,167	89,676	98,968	405	190	253
February.....	446,676	677,705	560,924	87,141	67,061	103,384	328	176	278
March.....	531,529	791,280	583,169	101,177	102,992	106,379	348	325	434
April.....	534,667	753,434	552,881	96,723	127,887	101,081	379	519	371
May.....	497,062	721,139	474,010	91,226	127,941	96,114	323	313	362
June.....	507,055	647,658	445,758	91,470	119,215	91,791	351	309	503
July.....	451,663	658,736	—	78,507	109,589	—	245	296	—
August.....	445,306	620,610	—	75,835	95,119	—	309	434	—
September.....	300,998	467,845	—	68,618	91,894	—	326	223	—
October.....	221,195	505,177	—	66,138	95,610	—	372	469	—
November.....	498,248	745,993	—	89,232	114,496	—	305	359	—
December.....	669,936	695,096	—	95,822	103,603	—	427	410	—
Total.....	5,558,897	7,920,186		1,038,056	1,245,083		4,118	4,023	

SOURCE: Automobile Manufacturers Association.

One Out of Every Six Motor Trucks Produced Is Exported

Year	Passenger Cars	Trucks & Buses	Total Vehicles	Year	Passenger Cars	Trucks & Buses	Total Vehicles
1929.....	9.0%	29.8%	12.5%	1941.....	2.6%	13.0%	4.5%
1930.....	7.5	22.7	10.4	1946.....	6.7	20.1	10.8
1931.....	5.7	26.8	9.5	1947.....	7.3	20.5	10.7
1932.....	5.9	21.7	8.6	1948.....	6.0	14.9	8.3
1933.....	5.1	19.6	7.6	1949.....	3.1	11.8	4.6
1934.....	8.2	22.4	11.2	1950.....	2.3	11.6	3.8
1935.....	6.8	19.0	9.0	1951.....	4.6	17.5	7.1
1936.....	5.9	17.8	8.0	1952.....	3.9	15.7	6.2
1937.....	7.2	24.0	10.3	1953.....	3.0	12.9	4.5
1938.....	9.8	29.4	13.6	1954.....	3.7	19.5	6.1
1939.....	6.0	22.2	9.1	1955.....	3.2	15.8	4.9
1940.....	2.9	13.4	4.6				

Percentages have been computed from table on page 5.

Factory Sales to Domestic and Foreign Markets

From Plants Located in United States

	PASSENGER CARS			MOTOR TRUCKS AND BUSES*			TOTAL MOTOR VEHICLES		
	Total	Domestic Market	Foreign Market	Total	Domestic Market	Foreign Market	Total	Domestic Market	Foreign Market
1921...	1,468,067	1,417,017	51,050	148,052	135,483	12,569	1,616,119	1,552,500	63,619
1922...	2,274,185	2,169,185	105,000	269,991	247,593	22,398	2,544,176	2,416,778	127,398
1923...	3,624,717	3,449,658	175,059	409,295	349,077	60,218	4,034,012	3,798,735	235,277
1924...	3,185,881	2,968,711	217,170	416,659	340,555	76,104	3,602,540	3,309,266	293,274
1925...	3,735,171	3,419,072	316,099	530,659	418,064	112,595	4,265,830	3,837,136	428,694
1926...	3,692,317	3,409,792	282,525	608,617	499,079	109,538	4,300,934	3,907,871	393,063
1927...	2,936,533	2,604,491	332,042	464,793	330,455	134,338	3,401,326	3,294,946	466,380
1928...	3,775,417	3,366,516	408,901	583,342	409,530	173,812	4,358,759	3,776,046	582,713
1929...	4,445,178	4,052,762	402,416	881,909	619,068	262,841	5,337,087	4,671,830	665,257
1930...	2,787,456	2,569,145	218,311	575,364	444,499	130,865	3,362,820	3,013,644	349,176
1931...	1,948,164	1,837,598	110,566	432,262	316,532	115,730	2,380,426	2,154,130	226,296
1932...	1,103,557	1,038,872	64,685	228,303	178,812	49,491	1,331,860	1,217,684	114,176
1933...	1,560,599	1,480,892	79,707	39,218	264,709	64,509	1,889,817	1,745,601	144,216
1934...	2,160,865	1,984,034	176,831	576,205	447,007	129,198	2,737,070	2,431,041	306,029
1935...	3,273,874	3,050,518	223,356	697,367	564,761	132,606	3,971,241	3,615,279	355,962
1936...	3,679,242	3,463,535	215,707	782,220	642,686	139,534	4,461,462	4,106,221	355,241
1937...	3,929,203	3,646,310	282,893	891,016	677,259	213,757	4,820,219	4,323,569	496,650
1938...	2,019,566	1,821,589	197,977	488,841	345,323	143,518	2,508,407	2,166,912	341,495
1939...	2,888,512	2,716,056	172,456	700,377	544,493	155,884	3,588,889	3,260,549	328,340
1940*	3,717,385	3,608,042	109,343	692,791	599,912	92,879	4,410,176	4,207,954	202,222
1941...	3,779,682	3,681,558	98,124	854,719	743,932	110,787	4,634,401	4,425,490	208,911
1942...	222,862	215,779	7,083	184,985	164,325	20,660	407,847	380,104	27,743
1943...	139	121	18	24,842	23,420	1,422	24,981	23,541	1,440
1944...	610	308	302	116,167	102,295	13,872	116,777	102,603	14,174
1945...	69,532	68,093	1,439	291,469	254,039	37,430	361,001	322,132	38,869
1946**	2,146,970	2,002,920	144,050	931,225	744,204	187,021	3,078,195	2,747,124	331,071
1947...	3,551,145	3,290,298	260,847	1,227,361	975,872	251,489	4,778,506	4,266,170	512,336
1948...	3,901,829	3,668,652	233,177	1,360,307	1,157,267	203,040	5,262,136	4,825,919	436,217
1949...	5,112,675	4,956,534	156,141	1,116,255	984,621	131,634	6,228,930	5,941,155	287,775
1950...	6,656,910	6,503,985	152,925	1,295,695	1,144,936	150,759	7,952,605	7,648,921	303,684
1951...	5,314,849	5,067,884	246,965	1,280,167	1,056,583	223,584	6,595,016	6,124,467	470,549
1952...	4,315,594	4,148,546	167,048	1,036,564	874,026	162,538	5,352,158	5,022,572	329,586
1953...	6,112,749	5,926,487	186,262	1,076,699	937,758	138,941	7,189,448	6,864,245	325,203
1954...	5,556,917	5,350,373	206,544	997,329	802,413	194,916	6,554,246	6,152,786	401,460
1955...	7,153,359	7,661,023	254,336	1,216,772	1,024,076	192,696	9,132,131	8,685,099	447,032

*Military trucks excluded from 1940 to 1945.

**1946 to date excludes factory sales to all Federal government agencies.

SOURCE: U. S. Department of Commerce and Automobile Manufacturers Association.

U. S. Imports of Motor Vehicles

	PASSENGER CARS				Trucks	Total
	New	Used	Trucks	Total		
1940...	253	302	0	555		
1946...	1,375	575	15	1,965		
1947...	1,456	646	22	2,124		
1948...	28,047	381	684	29,112		
1949...	7,543	308	515	8,366		
1950...	21,287	321	81	21,689		
1951...	23,701	462	250	24,413		
1952...	33,312	633	483	34,428		
1953...	29,505	862	337	30,704		
1954...	34,555	769	479	35,803		
1955...	57,115	1,123	1,310	59,548		

SOURCE: U. S. Department of Commerce.

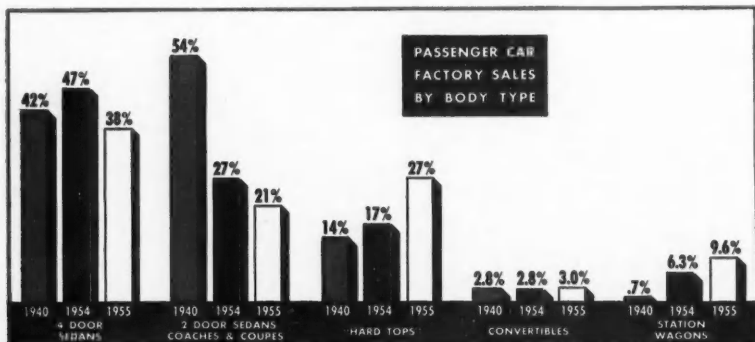
61% of Passenger Car Imports are from West Germany

Automotive Imports into United States, 1955

Country	Truck and Bus Chassis		Passenger Cars New		Passenger Cars Used		Automotive Parts Value
	Number	Value	Number	Value	Number	Value	
Belgium.....	—	—	83	\$ 76,793	10	\$ 10,855	\$ 2,154
Canada.....	322	\$ 525,990	80	93,245	367	233,448	7,767,003
France.....	—	—	1,511	1,358,199	61	72,959	83,636
Italy.....	—	—	226	827,351	45	65,073	148,271
Germany, West.....	957	1,091,537	34,484	38,784,011	198	239,792	1,405,670
Netherlands.....	—	—	56	95,051	25	21,983	126,264
Sweden.....	—	—	29	34,513	7	5,612	1,733
United Kingdom.....	31	48,266	20,633	27,955,488	383	414,999	3,103,695
Other.....	—	—	13	17,785	27	35,662	68,801
Total.....	1,310	\$1,665,793	57,115	\$69,242,436	1,123	\$1,100,383	\$12,707,227

SOURCE: U. S. Department of Commerce.

Hard Tops, Station Wagons Gain in Popularity



Passenger Car Factory Sales by Body Type

	1940	1953	1954	1955
4-Door Sedans	1,559,215	3,078,616	2,592,841	3,043,564
2-Door Sedans	2,014,386	1,694,638	1,476,989	1,677,430
Business Coupes	①	36,974	16,510	13,408
Convertible Coupes	105,335	158,962	155,667	239,790
4-Door Hard Tops	—	841,982	954,519	1,666,984
2-Door Hard Tops				501,814
4-Door Station Wagons②	25,098	297,393	349,450	254,994
2-Door Station Wagons②				504,428
Chassis	13,351	8,383	12,921	17,774
Totals	3,717,385	6,116,948	5,558,897	7,920,186

① Business coupes sold in 1940 are included with all other 2-door body types.

② Station wagons produced on commercial vehicle chassis are not included.

Factory Sales of Special Motor Vehicle Types

	1950	1951	1952	1953	1954	1955	
	Total	Total	Total	Total	Total	Domestic Market	Export Markets Total
Station Wagons*	159,944	195,740	189,651	318,178	364,234	750,996	29,155 780,151
Motor Coaches①							
City Type	3,453	5,305	2,624	2,402	2,647	2,317	298 2,615
Intercity Type	759	1,354	909	1,066	926	916	121 1,037
Special②	696	2,801	1,842	589	545	366	5 371
School Bus Chassis	19,953	31,891	19,452	21,284	22,465	19,581	6,954 26,535
Trucks with Cab over Engine	22,370	25,482	19,592	24,712	26,268	43,778	2,037 45,815
Trucks with Diesel Engines	13,903	16,494	13,165	10,872	10,546	14,847	2,029 16,876
Multi-Stop Delivery Trucks	21,681	28,867	18,493	19,246	19,507	22,162	1,691 23,853
Ambulances and Funeral Vehicles	2,971	4,177	2,662	3,034	2,880	—	— 2,661

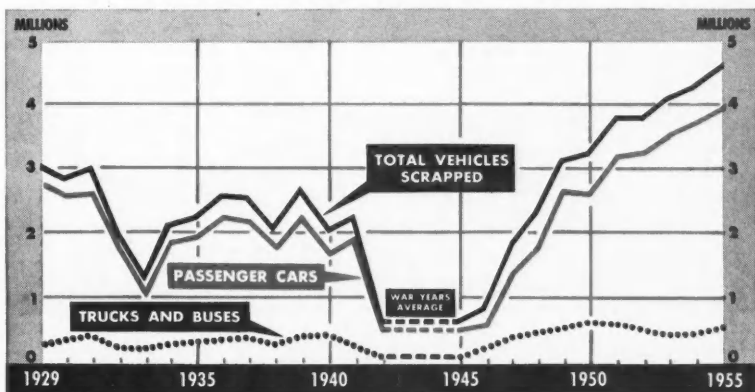
① Does not include non-integral school buses.

② Includes integral school buses.

* Includes station wagons built on truck chassis.

SOURCE: Automobile Manufacturers Association.

4,550,000 Vehicles Scrapped in 1955



Year	Passenger Cars	Trucks & Buses	Total	Year	Passenger Cars	Trucks & Buses	Total
1928.....	2,297,000	375,000	2,672,000	1942*.....	510,000	102,000	612,000
1929.....	2,734,000	309,000	3,043,000	1943*.....	510,000	102,000	612,000
1930.....	2,546,000	356,000	2,902,000	1944*.....	510,000	102,000	612,000
1931.....	2,592,000	409,000	3,001,000	1945*.....	510,000	102,000	612,000
1932.....	1,759,000	233,000	1,992,000	1946.....	590,000	219,000	809,000
1933.....	1,032,000	213,000	1,245,000	1947.....	1,374,000	437,000	1,811,000
1934.....	1,841,000	296,000	2,137,000	1948.....	1,780,000	495,000	2,275,000
1935.....	1,897,000	317,000	2,214,000	1949.....	2,616,000	535,000	3,151,000
1936.....	2,219,000	369,000	2,588,000	1950.....	2,598,000	636,000	3,234,000
1937.....	2,178,000	398,000	2,576,000	1951.....	3,122,000	652,000	3,774,000
1938.....	1,749,000	300,000	2,049,000	1952.....	3,163,000	604,000	3,767,000
1939.....	2,227,000	420,000	2,647,000	1953.....	3,466,000	588,000	4,054,000
1940.....	1,610,000	410,000	2,020,000	1954.....	3,795,000	518,000	4,313,000
1941.....	1,943,000	284,000	2,227,000	1955**.....	4,000,000	550,000	4,550,000

*Data shown for 1942 through 1945 represents the annual average scrapping over four war years. The actual computations for individual years give unrealistic scrapping estimates because of cars being placed in storage during war and put into service at end of war, with result that apparent scrapping in 1942 was too high, and in 1944 and 1945 the number of vehicles registered increased in number greater than the number of new vehicles sold.

**Preliminary estimate.

SOURCE: Estimated by Automobile Manufacturers Association.

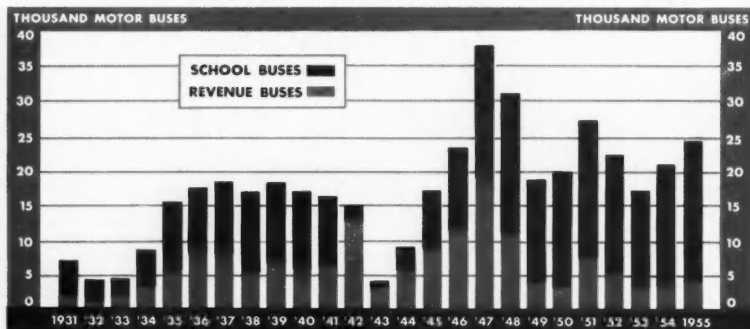
Average Life of Motor Vehicles Doubled Since 1925

Year of scrapping	1925	1930	1935	1941	1954
Average life of vehicles scrapped in year indicated	6.5	7.0	8.3	10.2	13.2
Accumulated mileage during lifetime...	25,750	41,500	58,000	85,500	115,000

NOTE: These estimates cover all motor vehicles and are based on scrapping estimates rather than on actual records of vehicles scrapped. They should be used as indicative of general trends only rather than precise measures of average life and lifetime mileage.

SOURCE: Automobile Manufacturers Association.

4 out of 5 Buses Produced Are School Buses



Revenue and School Bus Production

	City Type	Intercity Type	Charter and Sightseeing	Total Revenue Buses	School Buses	Total Buses
1939.....	4,594	2,415	100	7,109	11,546	18,655
1940.....	4,573	2,001	67	6,641	10,566	17,207
1941.....	5,873	2,088	7	7,968	8,622	16,590
1942.....	9,010	3,968	8	12,986	1,856	14,842
1943.....	2,070	1,691	—	3,761	206	3,967
1944.....	4,323	1,927	—	6,250	3,192	9,442
1945.....	5,908	3,508	—	9,416	8,225	17,641
1946.....	8,300	3,335	—	11,635	12,025	23,660
1947.....	14,726	5,338	21	20,085	18,619	38,704
1948.....	7,810	3,333	60	11,203	20,513	31,716
1949.....	3,776	863	25	4,664	14,480	19,144
1950.....	3,060	755	46	3,861	16,055	19,916
1951.....	4,772	3,608	18	8,398	19,064	27,462
1952.....	2,370	2,730	149	5,249	17,200	22,449
1953.....	2,532	914	85	3,531	14,388	17,919
1954.....	2,519	880	91	3,490	17,802	21,292
1955.....	2,689	1,128	35	3,852	20,720	24,572

NOTE: These figures exclude vehicles exported except to Canada. Trailer type vehicles and sales to U.S. Government agencies are omitted. 1951 and 1952 includes vehicles delivered to U. S. Government agencies. For these and other reasons they are not strictly comparable with school bus chassis and motor coach deliveries compiled by A. M. A. as shown in table on page 7 and table at bottom of this page.

SOURCE: "Bus Transportation."

4,023 Motor Coaches Delivered in 1955

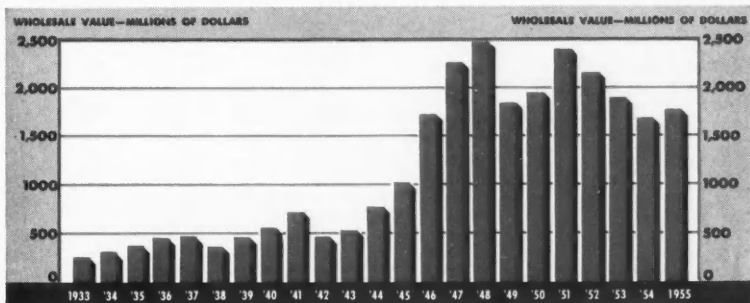
(Does not include body-on-chassis type school buses)

U. S. DOMESTIC MARKET

	City Type	Inter-City Type	Special & Integral School Buses	Total Domestic Market	Export Market Total	Grand Total	Wholesale Value Total
1940...	4,288	1,578	47	5,913	234	6,147	N. A.
1941...	5,566	1,776	51	7,393	233	7,626	N. A.
1946...	6,764	2,275	257	9,296	892	10,188	90,447,000
1947...	11,799	3,451	1,400	16,650	2,460	19,110	224,519,000
1948...	6,971	2,558	997	10,526	1,773	12,299	178,381,000
1949...	3,402	690	802	4,894	617	5,511	72,945,000
1950...	2,748	581	683	4,012	896	4,908	66,248,000
1951...	4,754	1,233	2,797	8,784	676	9,460	135,650,000
1952...	1,997	691	1,823	4,511	864	5,375	77,339,000
1953...	2,290	855	586	3,731	326	4,057	68,271,000
1954...	2,407	834	541	3,782	336	4,118	71,973,000
1955...	2,317	916	366	3,599	424	4,023	74,207,000

SOURCE: Automobile Manufacturers Association.

1955 Replacement Parts Sales Were \$1,805,000,000



Automotive Replacement Parts and Accessory Sales to U. S. Domestic Market

Wholesale Value (000)		Wholesale Value (000)		Wholesale Value (000)	
1933	\$ 234,461	1941	\$ 718,212	1949	\$1,809,900
1934	299,880	1942	471,957	1950	1,881,700
1935	373,159	1943	527,710	1951	2,399,400
1936	454,110	1944	789,200	1952	2,164,300
1937	461,775	1945	1,037,800	1953	1,892,400
1938	360,893	1946	1,750,200	1954	1,683,000
1939	460,408	1947	2,309,200	1955	1,805,000
1940	553,004	1948	2,451,500		

NOTE: Government purchases are not included. Estimated by Automobile Manufacturers Assn. based on federal excise tax receipts.

Passenger Car Tire Production

Year	Original Equipment	Replacement	Export	Total Shipments	Production	Year-End Inventory
1941	19,855,693	34,118,268	586,423	54,560,384	50,391,918	3,165,132
1950	36,678,352	47,102,627	641,987	84,422,966	78,598,174	3,050,301
1951	26,728,553	34,226,242	723,242	61,678,037	65,545,941	6,973,419
1952	24,106,077	45,457,870	740,954	70,304,901	74,341,140	11,251,074
1953	30,098,490	45,874,056	806,199	79,778,745	81,430,817	13,043,064
1954	29,741,478	47,043,543	927,646	77,712,667	76,794,128	12,217,280
1955	42,574,053	50,189,250	966,406	93,729,709	97,223,165	15,963,038

Truck and Bus Tire Production

Year	Original Equipment	Replacement	Export	Total Shipments	Production	Year-End Inventory
1941	4,924,615	5,776,145	902,790	11,603,550	11,148,278	1,270,933
1950	4,670,783	9,704,975	788,450	15,164,208	14,155,842	743,216
1951	5,424,030	10,385,636	954,018	16,763,684	17,859,036	1,791,367
1952	5,377,635	8,884,074	779,007	15,040,716	16,069,975	2,859,156
1953	4,837,634	9,317,012	733,954	14,888,600	14,690,498	2,662,741
1954	3,591,223	8,111,034	825,601	12,527,858	12,346,811	2,544,705
1955	4,800,314	9,056,789	912,223	14,769,326	14,955,092	2,815,258

47 Percent of Radios Produced in 1955 were for Automobiles

Year	Home Sets	Portable Battery Sets	Auto Sets	Total Sets	Percent Auto
1948	9,630,308	2,629,560	4,240,132	16,500,000	25.7
1949	5,961,196	1,843,383	3,595,421	11,400,000	31.5
1950	8,174,600	1,674,700	4,740,600	14,589,900	32.5
1951	6,751,452	1,332,990	4,542,920	12,627,362	36.0
1952	5,972,164	1,719,859	3,242,849	10,934,872	29.7
1953	6,444,058	1,741,564	5,182,934	13,368,556	38.7
1954	4,942,552	1,333,518	4,124,460	10,400,530	39.6
1955	5,637,556	2,027,545	6,863,676	14,528,777	47.2

SOURCE: Radio-Electronics-Television Manufacturers Association.

Replacement Auto Battery Shipments, 1944-1955

Year	Thousands	Year	Thousands	Year	Thousands	Year	Thousands
1944	19,115	1947	25,828	1950	24,442	1953	23,614
1945	17,560	1948	25,075	1951	22,219	1954	23,149
1946	17,522	1949	19,383	1952	22,453	1955	25,155

SOURCE: Association of American Battery Manufacturers. Excludes shipments or original equipment.

Motor Vehicle Dealer Sales \$36 Billion in 1955

Old Series*	Motor Vehicle Dealers (Million)	Parts and Accessories Stores (Million)	Gasoline Service Stations (Million)	Total (Million)
1929.....	\$ 6,432	\$ 599	\$ 1,787	\$ 8,818
1935.....	3,863	374	1,968	6,205
1939.....	5,025	524	2,822	8,371
1941.....	8,185	704	3,466	12,355
1944.....	4,420	739	2,812	7,971
1945.....	5,000	855	3,284	9,139
1946.....	10,647	1,275	4,511	16,433
1947.....	15,804	1,278	5,482	22,564
1948.....	18,744	1,360	6,483	26,587
1949.....	21,669	1,271	6,957	29,897
1950.....	26,702	1,587	7,553	35,842
1951.....	25,634	1,682	8,390	35,706

New Series*	Motor Vehicle and Other Automotive Dealers (Million)	Tire, Battery & Accessory Dealers (Million)	Gasoline Service Stations (Million)	Total (Million)
1951.....	\$26,282	\$1,874	\$ 9,151	\$37,307
1952.....	26,393	1,944	9,976	38,313
1953.....	31,499	1,820	10,537	43,856
1954.....	29,961	1,705	11,445	43,111
1955.....	36,268	1,958	12,412	50,638

* A revised method of estimating retail sales was introduced in 1952. A one-year overlap of the new and old series is shown for 1951.

NOTE: Does not include parts, accessory and gasoline sales by stores where other classes of merchandise are the principal products sold, such as general stores. Data above includes any non-automotive products which are sold by automotive retail stores.

SOURCE: U. S. Department of Commerce.

35% of Cars in Use Have Automatic Transmissions

Percent of Cars Having Indicated Equipment, as of June 1, 1955

Type of Equipment	1954-1955 Models	1953 Models	1952 Models	1950-1951 Models	1948-1949 Models	Before 1948 Models	All Year-Models
Automatic Transmission.....	65%	46%	41%	34%	20%	6%	35%
Power Brakes.....	28	11	5	5	4	2	9
Power Steering.....	22	9	5	2	1	1	7
Air Conditioning.....	6	8	5	3	2	1	4
Power Seats.....	6	3	1	1	1	1	2
Power Windows.....	5	3	2	1	1	1	2

SOURCE: Survey by Crowell-Collier Publishing Co.

44,855,000 Sealed Beam Lamps Shipped in 1955

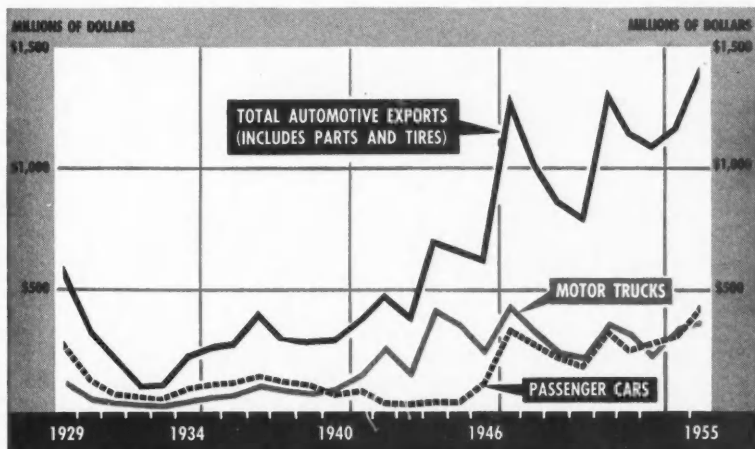
Manufacturers' Shipments of Automotive Electric Lamps

AUTOMOBILE SEALED BEAM LAMPS				Other Automotive Lamps (000)	AUTOMOBILE SEALED BEAM LAMPS				Other Automotive Lamps (000)
Glass Reflector (000)	Metal Reflector (000)	Total (000)			Glass Reflector (000)	Metal Reflector (000)	Total (000)		
1946.....	15,032	*	159,832		1951.....	26,417	12,172	38,589	237,164
1947.....	22,540	11,454	239,827		1952.....	20,431	10,093	30,524	206,931
1948.....	19,584	7,820	211,528		1953.....	23,358	11,186	34,544	250,672
1949.....	18,841	9,754	190,735		1954.....	23,343	8,645	31,988	230,414
1950.....	24,660	11,995	254,281		1955.....	40,668	4,187	44,855	330,884

* Included with "Other Automotive Lamps".

SOURCE: U. S. Department of Commerce, "Facts For Industry," Series M32B.

Value of Automotive Exports Set Record in 1955



Automotive Exports from United States

	Passenger Cars (New)	Trucks and Buses (New)	Cars and Trucks	Parts and Accessories*	Rubber Tires and Tubes	Total Value of Exports*
1940.....	\$ 63,766,211	\$ 91,324,669	\$155,100,880	\$117,173,166	\$27,520,815	\$ 529,794,861
1941.....	69,077,198	154,101,500	223,178,698	133,015,153	31,472,904	387,666,755
1942.....	13,884,618	263,861,310	277,745,928	158,719,416	46,765,430	483,230,774
1943.....	2,895,134	147,920,724	150,815,858	133,038,789	92,716,670	376,571,317
1944.....	3,623,981	401,587,626	405,211,607	245,609,639	61,379,255	712,200,521
1945.....	2,898,836	352,836,408	355,735,244	247,094,984	59,880,953	662,711,181
1946.....	122,500,568	227,748,532	350,249,100	207,418,991	73,767,045	631,435,136
1947.....	335,330,528	429,998,475	765,329,003	393,078,156	121,081,083	1,279,488,242
1948.....	279,837,012	343,160,770	622,997,782	316,102,194	66,587,973	1,005,687,949
1949.....	205,022,791	228,147,610	433,170,401	341,661,414	67,316,838	842,148,653
1950.....	179,324,979	217,245,845	396,570,824	350,225,624	47,005,720	793,802,168
1951.....	339,906,800	386,811,209	726,718,009	499,004,508	80,016,841	1,305,739,358
1952.....	243,976,057	313,753,917	557,729,974	476,163,673	89,706,497	1,123,600,144
1953.....	276,020,000	268,577,000	544,597,000	466,155,000	71,651,000	1,082,403,000
1954.....	299,539,000	332,463,000	632,002,000	453,128,000	71,154,000	1,156,284,000
1955.....	380,028,000	339,726,000	719,754,000	565,282,000	82,115,000	1,367,151,000

*Includes used passenger cars and trucks, trailers, parts for assembly, garage equipment.

1955 Automotive Exports Valued at \$1,367,151,000

	Number	Value (000)		Number	Value (000)
* Passenger Cars, New.....	211,182	\$380,028	Tire Sundries.....	—	\$ 7,300
Passenger Cars, Used.....	6,663	6,671	Spark Plugs.....	23,367,122	6,979
* Motor Trucks, New.....	168,203	317,544	Leaf Springs, Repl.....	—	3,814
Buses, New.....	6,477	22,182	M.V. Instruments & Parts, Rpl	—	925
Trucks & Buses, Used.....	3,816	6,463	Shock Absorbers.....	—	4,016
Special Purpose Trucks, New	1,111	6,356	Starting & Ignition Equip.....	—	26,760
Special Purpose Trucks, Used	313	674	Batteries, 6 & 12 V.....	403,600	5,516
Truck Trailers, 5 Tons & Up.	1,637	6,753	Engines for Replacement.....	23,563	8,322
Trailers, Other, Incl. House..	3,413	5,297	Bodies for Replacement①.....	1,290	890
Engines for Assembly.....	24,495	6,982	Heaters, Air Cond'rs, Parts..	—	2,465
Bodies for Assembly.....	7,074	5,352	Clutch & Brake Lng. & Bkcs.	—	5,923
Parts for Assembly.....	—	208,587	Parts for Trailers.....	—	3,280
Lubrication Equipment.....	—	5,866	Auto Accessories, n.e.c.*...	—	5,916
Gasoline & Oil Pumps.....	25,203	5,457	Replacement Parts, n.e.c.*...	—	212,683
Other Service Appliances...	—	13,335			
Tires & Inner Tubes.....	—	74,815	Total.....	—	\$1,367,151

① Truck and Bus Bodies.

*n.e.c.—not elsewhere specified.

SOURCE: U. S. Department of Commerce.

Venezuela Largest Export Market in 1955

U. S. Motor Vehicle Exports* to Various Countries, 1955

Passenger					Passenger				
Cars					Cars				
AFRICA	Trucks	Buses	Total		Trucks	Buses	Total		
Algeria.....	111	49	—	160	Aden.....	9	25	—	34
Angola.....	350	1,033	—	1,383	Afghanistan.....	117	474	—	591
Belgian Congo...	2,399	4,073	38	6,510	Arabia.....	133	156	—	289
Br. East Africa...	48	618	—	666	Bahrein.....	421	238	21	680
Cameroon.....	19	621	—	640	British Malaya...	376	83	—	459
Canary Isls.....	1	32	—	33	Burma.....	13	1	—	14
Egypt.....	2,429	2,659	69	5,157	Cambodia, Laos,				
Ethiopia.....	64	172	1	237	Vietnam.....	1,110	643	—	1,753
Fr. Equat. Africa	33	323	2	358	Ceylon.....	46	339	33	418
Fr. Morocco.....	2,631	2,187	8	4,826	Hong Kong.....	162	63	—	225
Fr. Somaliland...	14	19	—	33	India.....	2,672	8,608	2	11,282
Fr. West Africa...	195	1,656	2	1,853	Indonesia.....	873	2,983	8	3,864
Gold Coast.....	169	44	—	213	Iran.....	2,253	4,607	44	6,904
Liberia.....	167	271	—	438	Iraq.....	2,435	2,354	5	4,794
Libya.....	48	22	—	70	Israel.....	277	2,025	2	2,304
Madagascar.....	27	201	—	228	Japan.....	765	923	—	1,688
Madeira Isls.....	—	2	—	2	Jordan.....	291	101	—	392
Mauritius.....	—	1	—	1	Korea, Rep. of...	69	138	—	207
Mozambique.....	156	248	—	404	Kuwait.....	1,441	1,468	56	2,965
Nigeria.....	338	266	—	604	Lebanon.....	1,526	594	22	2,142
Port. W. Africa...	9	75	—	84	Nansei & Nampo	181	124	—	305
Rhod.-Ny. Fed....	76	735	—	811	Pakistan.....	677	1,283	—	1,960
Seych'Is & Dep...	1	—	—	1	Philippines.....	2,445	4,320	757	7,522
Somalia.....	5	12	—	17	Portuguese Asia.	13	94	—	107
Spanish Africa...	95	159	2	256	Saudi Arabia...	3,103	4,084	731	7,918
Sudan.....	2	11	—	13	South & S.E. Asia	4	8	—	12
Tangier.....	394	13	—	407	Syria.....	1,475	1,133	58	2,666
Tunisia.....	25	2	—	27	Taiwan.....	83	349	80	512
Union So. Africa	14,982	10,366	34	25,382	Thailand.....	552	1,837	32	2,421
					Turkey.....	302	1,001	16	1,319
Total.....	24,788	25,870	156	50,814	Total.....	23,824	40,056	1,867	65,747
SOUTH AMERICA					OCEANIA				
Argentina.....	1,768	306	—	2,074	Australia.....	884	1,220	—	2,104
Bolivia.....	136	422	—	558	Br. W. Pac. Isls.	—	1	—	1
Brazil.....	1,533	4,882	320	6,735	Fr. Pac. Islands...	16	51	—	67
British Guiana...	2	2	—	4	New Guinea.....	5	17	—	22
Chile.....	1,139	1,092	9	2,240	New Zealand.....	1,469	343	—	1,812
Colombia.....	5,988	14,916	485	21,389	Pac. Isl. Tr. Terr.	4	—	—	4
Ecuador.....	752	2,224	11	2,987					
French Guiana...	2	6	—	8	Total.....	2,378	1,632	—	4,010
Paraguay.....	308	157	12	477	EUROPE				
Peru.....	2,977	2,976	119	6,072	Austria.....	256	9	—	265
Surinam.....	310	119	5	434	Azores.....	3	5	—	8
Uruguay.....	1,100	1,022	6	2,128	Belgium.....	22,915	5,684	97	28,696
Venezuela.....	26,956	16,895	206	44,057	Czechoslovakia...	1	—	—	1
Total.....	42,971	45,019	1,173	89,163	Denmark.....	1,478	1,405	—	2,883
NORTH & CENTRAL AMERICA					Finland.....	550	619	—	1,169
Bahamas.....	26	39	—	65	France.....	4,742	62	—	4,804
Barbados.....	4	2	—	6	Germany, West...	983	29	—	1,012
Bermuda.....	2	4	—	6	Gibraltar.....	2	—	—	2
Br. Honduras...	47	55	1	103	Greece.....	489	134	8	631
Canada.....	27,522	8,031	427	35,980	Iceland.....	754	755	1	1,510
Canal Zone.....	727	54	2	783	Ireland.....	160	46	—	206
Costa Rica.....	568	964	22	1,554	Italy.....	306	26	3	335
Cuba.....	13,772	3,789	132	17,693	Malta, Gozo, &	—	1	—	1
Dominican Rep...	874	1,068	48	1,990	Cyp.....	—	—	—	—
Fr. W. Indies...	5	41	—	46	Netherlands.....	4,081	2,516	—	6,597
Guatemala.....	1,012	1,185	156	2,353	Norway.....	248	552	4	804
Haiti.....	630	416	2	1,048	Poland & Danzig	1	—	—	1
Honduras.....	586	784	—	1,370	Portugal.....	524	206	—	730
Jamaica.....	312	29	2	343	Spain.....	300	151	—	451
Leeward Isls...	9	4	—	13	Sweden.....	9,011	1,692	24	10,727
Mexico.....	15,417	21,945	2,287	39,649	Switzerland.....	4,405	1,133	—	5,538
Miquelon & St. P.	2	—	—	2	Trieste.....	8	—	—	8
Neih. Antilles...	854	314	3	1,171	United Kingdom	700	19	—	719
Nicaragua.....	443	989	15	1,447	U. S. S. R.....	2	—	—	2
Panama.....	1,115	488	26	1,629	Yugoslavia.....	77	78	—	155
Salvador.....	1,282	932	53	2,267					
Trinidad & Tob.	256	19	—	275	Total.....	51,996	15,122	137	67,255
Total.....	65,465	41,152	3,176	109,793	WORLD TOTAL	211,422	168,851	6,509	386,782

*Does not include shipments from U. S. to Alaska, Puerto Rico, Hawaii or other U. S. territories. Also omits special purpose trucks exported.

SOURCE: U. S. Department of Commerce.

Factory Sales of Special Motor Vehicle Types

	Domestic Market	Export Market	Total
TRUCKS WITH CAB-OVER-ENGINE			
1946	14,147	1,672	15,819
1947	29,175	3,428	32,603
1948	28,692	2,355	31,047
1949	11,989	1,336	13,325
1950	20,673	1,697	22,370
1951	23,834	1,648	25,482
1952	17,165	2,427	19,592
1953	23,564	1,148	24,712
1954	25,213	1,055	26,268
1955	43,778	2,037	45,815

	Domestic Market	Export Market	Total
TRUCKS WITH DIESEL ENGINES			
1946	1,961	2,383	4,344
1947	2,605	3,604	6,209
1948	3,684	2,014	5,698
1949	4,885	1,162	6,047
1950	12,682	1,221	13,903
1951	13,931	2,563	16,494
1952	10,548	2,617	13,165
1953	8,873	1,999	10,872
1954	8,751	1,795	10,546
1955	14,847	2,029	16,876

	Domestic Market	Export Market	Total
MOTOR COACHES, CITY TYPE			
1946	6,764	778	7,542
1947	11,799	1,821	13,620
1948	6,971	1,267	8,238
1949	3,402	398	3,800
1950	2,748	705	3,453
1951	4,754	551	5,305
1952	1,997	627	2,624
1953	2,290	112	2,402
1954	2,407	240	2,647
1955	2,317	298	2,615

	Domestic Market	Export Market	Total
MOTOR COACHES, SPECIAL			
1946	257	7	264
1947	1,400	139	1,539
1948	997	38	1,035
1949	802	54	856
1950	683	13	696
1951	2,797	4	2,801
1952	1,823	19	1,842
1953	586	3	589
1954	541	4	545
1955	366	5	371

Year	Number	Year	Number
AMBULANCES & FUNERAL VEHICLES			
1937	3,600	1949	2,853
1938	1,799	1950	2,971
1939	1,877	1951	4,177
1940	3,118	1952	2,662
1941	3,801	1953	3,034
1946	1,188	1954	2,880
1947	3,746	1955	2,661
1948	4,727		

	Domestic Market	Export Market	Total (Car)
STATION WAGONS, PASSENGER CAR CHASSIS			
1938	*	*	9,075
1939	*	*	17,331
1940	*	*	24,677
1941	*	*	30,961
1946	26,043	2,714	28,757
1947	68,043	11,723	79,766
1948	95,127	7,336	102,463
1949	84,852	6,131	90,983
1950	131,549	10,148	141,697
1951	161,321	17,368	178,689
1952	158,571	10,465	169,036
1953	281,988	15,405	297,393
1954	332,580	16,870	349,450
1955	735,141	24,281	759,422

	Domestic Market	Export Market	Total
MULTI-STOP DELIVERY TRUCKS			
1946	10,120	129	10,249
1947	15,317	559	15,876
1948	21,198	182	21,380
1949	18,796	683	19,479
1950	20,378	1,303	21,681
1951	26,695	2,172	28,867
1952	17,171	1,322	18,493
1953	17,981	1,265	19,246
1954	18,109	1,398	19,507
1955	22,162	1,691	23,853

	Domestic Market	Export Market	Total
BUSES WITH DIESEL ENGINES			
1946	2,263	53	2,316
1947	4,395	717	5,112
1948	5,108	1,194	6,302
1949	2,232	352	2,584
1950	1,992	363	2,355
1951	3,559	465	4,024
1952	1,984	687	2,671
1953	2,516	216	2,732
1954	2,543	289	2,832
1955	2,938	395	3,333

	Domestic Market	Export Market	Total
MOTOR COACHES, INTERCITY TYPE			
1946	2,275	107	2,382
1947	3,451	500	3,951
1948	2,558	468	3,026
1949	690	165	855
1950	581	178	759
1951	1,233	121	1,354
1952	691	218	909
1953	855	211	1,066
1954	834	92	926
1955	916	121	1,037

	Domestic Market	Export Market	Total
SCHOOL BUS CHASSIS**			
1946	24,193	10,058	34,251
1947	19,024	10,051	29,075
1948	15,387	8,368	23,755
1949	9,591	4,305	13,896
1950	13,778	6,175	19,953
1951	23,646	8,245	31,891
1952	14,429	5,023	19,452
1953	14,886	6,398	21,284
1954	16,947	5,518	22,465
1955	19,581	6,954	26,535

	Domestic Market	Export Market	Total
TRUCKS WITH 6 WHEELS AND 3 AXLES			
	Civilian		
1952	14,332	1,253	15,585
1953	13,384	1,480	14,864
1954	14,860	1,504	16,364
1955	23,862	2,198	26,060

	Domestic Market	Export Market	Total (Truck)	Grand Total
STATION WAGONS, TRUCK CHASSIS				
1938	*	*	2,701	11,776
1939	*	*	2,573	19,004
1940	*	*	3,455	28,132
1941	*	*	5,048	36,009
1946	*	*	2,608	31,365
1947	2,054	153	2,207	81,973
1948	6,896	953	7,849	110,312
1949	12,518	1,112	13,630	104,613
1950	16,719	1,528	18,247	159,944
1951	14,980	2,071	17,051	195,740
1952	17,266	3,349	20,615	189,651
1953	16,589	4,186	20,785	318,178
1954	11,037	3,747	14,784	364,234
1955	15,855	4,874	20,729	780,151

* Not available. **Does not represent actual school bus production, because a considerable number of chassis are used for other purposes.
SOURCE: Automobile Manufacturers Association.

72% of World's Passenger Car Production in U. S.

World Motor Vehicle Production in 1955

	1955			1955			
	Passenger Cars	Trucks and Buses	Total	Passenger Cars	Trucks	Buses	Total
United States...	2,019,566	488,841	2,508,407	7,920,186	1,245,083	4,023	9,169,292
Canada.....	123,761	42,325	166,086	374,945	78,882	355	454,182
Subtotals.....	2,143,327	531,166	2,674,493	8,295,131	1,323,965	4,378	9,623,474
Australia.....	—	—	—	45,423	16,465	—	61,888
Austria.....	—	—	—	11,112	6,456	512	18,080
Belgium.....	1,464	201	1,665	—	1,257*	368	1,625
Czechoslovakia..	11,400	1,600	13,000	N.A.	N.A.	N.A.	25,000
Denmark.....	—	303	303	N.A.	N.A.	N.A.	N.A.
Finland.....	—	180	180	N.A.	N.A.	N.A.	N.A.
France.....	189,691	25,298	214,989	561,465	160,628	2,968	725,061
Germany, East ①	—	—	—	24,000	17,000	—	51,000
Germany, West..	276,592	75,777	352,369	762,205	140,529	6,008	908,742
Hungary.....	237	553	790	N.A.	N.A.	N.A.	1,350
India ②.....	N.A.	N.A.	N.A.	8,541	11,169	①	19,710
Italy.....	58,966	11,175	70,141	230,833	35,071 ③	2,852	268,756
Japan.....	8,500	15,600	24,100	13,354	129,832 ④	4,807	147,993
Netherlands.....	N.A.	N.A.	N.A.	14,872	4,663	591	20,126
Poland.....	2,100	820	2,920	4,100	10,400	①	14,500
Spain ⑤.....	N.A.	N.A.	N.A.	3,972	N.A.	N.A.	3,972
Sweden.....	2,132	4,914	7,046	33,140	15,377	1,782	50,299
Switzerland.....	—	600	600	—	554	129	683
U.S.S.R. ⑥.....	26,975	183,756	210,731	106,000	329,000	10,300	445,300
United Kingdom..	341,028	103,849	444,877	897,560	331,167	9,657	1,238,384
Yugoslavia.....	N.A.	N.A.	N.A.	N.A.	2,160	①	2,160
Subtotals ⑦.....	919,085	424,626	1,343,711	2,716,577	1,211,728	39,974	4,004,629
World Total ⑧	3,062,412	955,792	4,018,204	11,011,708	2,535,693	44,352	13,628,103

① "The American Automobile". ② Includes 87,743 three-wheeled vehicles. ③ Renault's production in Spain. ④ Total motor vehicles published by U.S.S.R.; breakdown by types estimated by A.M.A. ⑤ Includes 12,193 station wagons. ⑥ Jan. to Nov. 1955 inclusive. ⑦ World totals of passenger cars, trucks, and buses separately do not equal the combined total as the motor vehicle total in some countries is not broken down into cars, trucks and buses. *Includes 773 Jeeps. SOURCE: Automotive Division, U.S. Department of Commerce.

Great Britain and Germany Exported More Cars Than U. S. in 1955

Exports and Imports of Motor Vehicles by Producing Countries

	1955 Exports				1955 Imports			
	Passenger Cars	Trucks	Buses	Total	Passenger Cars	Trucks	Buses	Total
United States...	211,182	169,314	6,477	386,973	57,115	1,310	—	58,425
Canada.....	11,933	6,498	—	18,431	48,546	8,898	505	57,949
Subtotal.....	223,115	175,812	6,477	405,404	105,661	10,208	505	116,374
Australia.....	1,509	578	①	2,087	131,593	38,856	①	170,449
Austria.....	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Belgium.....	20,908	3,569	87	24,564	110,383	19,592	—	129,975
Czechoslovakia..	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Denmark.....	1,175	939	—	2,114	29,701	12,534	251	42,486
France ②.....	132,859	28,444	1,378	162,681	10,029	745	38	10,812
Germany, East..	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Germany, West..	344,491	57,896	1,572	403,959	16,863	137	—	17,000
Hungary.....	1,147	—	—	1,147	—	—	—	—
India.....	—	—	—	—	9,570	7,501	①	17,071 ③
Italy.....	69,397	4,665 ④	583	74,645	2,400	186	—	2,586
Japan.....	2	1,071	322	1,395	12,225 ⑤	3,205 ⑥	①	15,430
Netherlands.....	3,502	1,056	46	4,604	49,242	14,042	160	63,444
Spain.....	—	—	—	—	15,458	3,503	181	19,142
Sweden.....	3,040	7,880	①	10,920	89,649	3,809	—	93,458
Switzerland.....	1,535	68	—	1,603	51,892	4,699	—	56,591
U.S.S.R. ⑦.....	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
United Kingdom..	373,204	157,970	①	531,174	11,164	997	①	12,161
Yugoslavia.....	—	2	—	2	2,071	174	①	2,245
Subtotal.....	952,769	264,138	3,988	1,220,895	542,240	109,980	630	652,850
Grand Total..	1,175,884	439,950	10,465	1,626,299	647,901	120,188	1,135	769,224

① Included with trucks. ② Includes 6,914 cars and 1,768 trucks of foreign-made parts assembled in Japan. ③ Includes shipments to French possessions overseas. ④ Includes 750 station wagons. ⑤ 11 months Apr. 1955 to Feb. 1956.

SOURCE: Automotive Division, U. S. Department of Commerce.

New Motor Vehicle Registrations by States

State	Passenger Cars		Motor Trucks		Total	
	1954	1955	1954	1955	1954	1955
Alabama.....	72,893	101,651	17,247	21,652	90,140	123,303
Arizona.....	24,999	37,303	7,324	8,916	32,323	46,219
Arkansas.....	37,589	49,573	16,102	16,669	53,691	66,242
California.....	434,789	665,892	63,966	88,376	498,755	754,268
Colorado.....	46,007	61,925	10,342	12,759	56,349	74,684
Connecticut.....	86,202	105,879	7,487	9,071	93,689	114,950
Delaware.....	17,101	22,940	2,527	3,449	19,628	26,389
Florida.....	131,433	195,468	22,072	28,160	153,505	223,628
Georgia.....	98,437	139,382	24,601	26,879	123,038	166,261
Idaho.....	19,187	24,272	5,976	6,849	25,163	31,121
Illinois.....	398,306	460,883	37,376	39,786	435,682	500,669
Indiana.....	172,344	229,951	24,212	28,976	196,556	258,927
Iowa.....	98,534	108,294	18,308	16,770	116,842	125,064
Kansas.....	86,826	99,292	16,371	16,616	103,197	115,908
Kentucky.....	66,927	86,105	15,658	16,297	82,585	102,402
Louisiana.....	83,500	101,265	18,539	21,781	102,039	123,046
Maine.....	23,266	30,191	5,023	6,198	28,289	36,389
Maryland.....	87,142	118,567	9,881	11,267	97,023	129,834
Massachusetts.....	155,881	177,672	12,530	13,879	168,411	191,551
Michigan.....	375,625	512,525	34,776	41,034	410,401	553,559
Minnesota.....	116,696	129,423	17,223	17,526	133,919	146,949
Mississippi.....	47,000	61,807	18,180	19,385	65,180	81,192
Missouri.....	147,737	178,704	23,498	25,674	171,235	204,378
Montana.....	22,703	27,045	7,201	8,478	29,904	35,523
Nebraska.....	53,216	59,626	11,571	11,707	64,787	71,333
Nevada.....	8,052	12,067	2,161	2,634	10,213	14,701
New Hampshire.....	18,138	23,048	2,899	3,282	21,037	26,330
New Jersey.....	216,076	258,527	21,047	22,826	237,123	281,353
New Mexico.....	22,508	30,501	7,059	8,597	29,567	39,098
New York.....	481,078	634,859	41,352	50,720	522,430	685,579
North Carolina.....	96,986	132,114	22,130	25,181	119,116	157,295
North Dakota.....	21,654	22,055	5,221	5,021	26,875	27,076
Ohio.....	331,768	443,762	35,857	42,315	367,625	486,077
Oklahoma.....	76,428	94,347	18,656	20,205	95,084	114,552
Oregon.....	54,814	81,402	11,941	15,859	66,755	97,261
Pennsylvania.....	359,822	463,339	38,654	45,452	398,476	508,791
Rhode Island.....	27,183	32,537	2,444	3,155	29,627	35,692
South Carolina.....	47,052	60,217	9,832	10,113	56,884	70,330
South Dakota.....	22,164	24,112	4,908	5,131	27,072	29,243
Tennessee.....	91,224	118,864	18,258	18,736	109,482	137,600
Texas.....	349,509	429,931	72,059	80,756	421,568	510,687
Utah.....	19,366	27,262	4,429	5,541	23,795	32,803
Vermont.....	11,926	14,653	2,514	3,030	14,440	17,683
Virginia.....	113,992	135,549	17,373	20,272	131,365	155,821
Washington.....	63,579	89,231	12,480	15,770	76,059	105,001
West Virginia.....	39,154	54,951	7,130	9,936	46,284	64,887
Wisconsin.....	120,572	151,246	16,329	16,969	136,901	168,215
Wyoming.....	12,910	14,970	4,190	4,740	17,100	19,710
Dist. of Columbia.....	25,169	34,729	2,187	2,606	27,356	37,335
TOTAL.....	5,535,464	7,169,908	829,101	957,001	6,364,565	8,126,909

SOURCE: R. L. Polk and Company.

New Motor Vehicle Registrations, 1941-1955

Passenger Cars

	1941	1950	1951	1952	1953	1954	1955
Jan.....	297,558	381,562	472,766	301,379	386,221	340,788	440,024
Feb.....	299,701	408,990	430,797	295,459	396,558	369,592	476,584
Mar.....	419,396	495,885	512,599	322,857	486,368	480,731	636,534
Apr.....	488,460	471,215	467,313	374,288	528,278	508,102	651,855
May.....	514,478	488,363	470,446	422,217	540,575	520,958	661,304
June.....	443,470	583,922	454,665	423,655	542,193	596,753	681,372
July.....	391,795	609,926	406,333	340,454	533,783	474,316	647,245
Aug.....	246,595	683,995	424,422	215,668	502,430	440,312	658,964
Sept.....	125,293	625,755	406,217	318,870	453,806	407,844	654,532
Oct.....	165,485	580,373	373,162	383,385	504,697	395,943	576,045
Nov.....	164,747	444,193	332,099	360,256	450,311	381,081	509,155
Dec.....	174,188	552,259	310,084	399,906	413,937	656,611	630,488
Total*..	3,731,166	6,326,438	5,060,903	4,158,394	5,738,989	5,535,464	7,169,908

Commercial Cars and Trucks

	1941	1950	1951	1952	1953	1954	1955
Jan.....	50,830	67,925	88,058	59,661	72,606	60,706	62,231
Feb.....	50,124	71,698	78,581	59,285	68,616	60,848	56,242
Mar.....	62,413	96,266	86,287	63,364	79,672	72,583	64,732
Apr.....	64,236	92,241	84,961	73,461	91,127	75,504	79,071
May.....	64,177	90,786	90,627	71,690	86,366	78,209	82,086
June.....	62,265	91,512	87,461	71,471	77,199	85,859	90,005
July.....	67,412	117,040	84,021	72,134	76,161	65,181	84,413
Aug.....	56,191	126,533	87,646	57,786	67,673	64,180	92,079
Sept.....	43,892	113,784	84,814	65,381	78,319	66,174	89,924
Oct.....	41,352	101,169	92,281	77,486	82,661	71,254	87,262
Nov.....	36,799	84,167	76,517	70,431	72,596	64,735	75,756
Dec.....	41,006	89,186	62,596	69,949	68,659	69,838	93,733
Total*..	640,697	1,142,307	1,003,850	812,099	930,312	829,101	957,001

Total Cars and Trucks

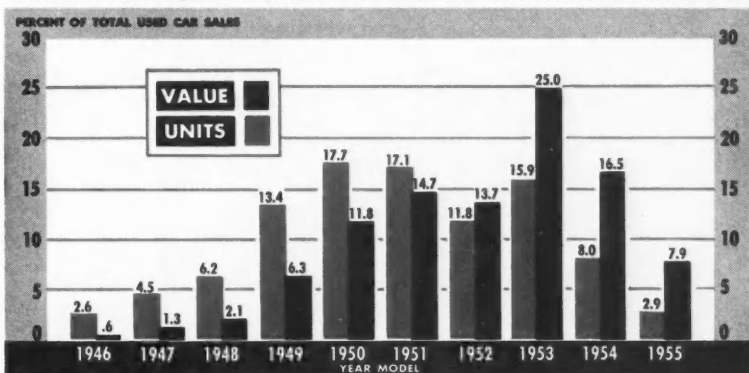
	1941	1950	1951	1952	1953	1954	1955
Jan.....	348,388	449,487	560,824	361,040	458,827	401,494	502,255
Feb.....	349,825	480,688	509,378	354,744	465,174	430,440	532,826
Mar.....	481,809	592,151	598,886	386,221	566,040	553,314	701,266
Apr.....	552,696	563,456	552,274	447,749	619,405	583,606	730,926
May.....	578,655	579,149	561,073	493,907	626,941	599,167	743,390
June.....	505,735	675,434	542,126	495,126	619,392	682,612	771,377
July.....	459,207	726,966	490,354	412,588	609,944	539,497	731,658
August.....	302,786	810,528	512,068	273,454	579,103	504,492	751,043
Sept.....	169,185	739,539	491,031	384,251	532,125	474,018	744,556
Oct.....	206,837	681,542	465,443	460,871	587,358	467,197	663,307
Nov.....	201,546	528,360	408,616	430,687	522,907	445,816	584,911
Dec.....	215,194	641,445	372,680	469,855	482,596	726,449	724,221
Total*..	4,371,863	7,468,745	6,064,753	4,970,493	6,669,301	6,364,565	8,126,909

*Annual totals do not always equal sum monthly data due to year end corrections which cannot be assigned to any particular months.

SOURCE: R. L. Polk and Company.

1953 Model Used Cars Accounted for 25% of Sales

Chart Shows Sales of Used Cars by Year Model During 1955 Expressed as Percent of Year's Total



SOURCE: National Automobile Dealers Association.

39% of New Cars Sold for Cash in 1955

Method of Financing	1949	1950	1951	1952	1953	1954	1955
New Passenger Cars:							
Full Cash (Including Trade-In Allowance).....	56%	54%	52%	41%	40%	38%	39%
Installment Credit, Other Borrowing ① (together with down payment in the form of cash and trade-in allowance).....	43%	46%	47%	57%	59%	62%	60%
Method Not Ascertained.....	1%	②	1%	2%	1%	②	1%
Total.....	100%	100%	100%	100%	100%	100%	100%
Used Passenger Cars:							
Full Cash (Including Trade-In Allowance).....	47%	41%	39%	33%	37%	36%	38%
Installment Credit, Other Borrowing ① (together with down payment in the form of cash and trade-in allowance).....	52%	57%	60%	65%	62%	63%	61%
Method Not Ascertained.....	1%	2%	1%	2%	1%	1%	1%
Total.....	100%	100%	100%	100%	100%	100%	100%
All Passenger Cars:							
Full Cash (Including Trade-In Allowance).....	50%	47%	44%	35%	38%	37%	39%
Installment Credit, Other Borrowing ① (together with down payment in the form of cash and trade-in allowance).....	49%	52%	55%	63%	61%	62%	60%
Method Not Ascertained.....	1%	1%	1%	2%	1%	1%	1%
Total.....	100%	100%	100%	100%	100%	100%	100%

① In the surveys for 1949 and later years a question was asked specifically in regard to other borrowing. This question was not asked in previous surveys. ② Less than one-half of one percent.

15,300,000 New and Used Car Purchasers in 1955

	1948	1949	1950	1951	1952	1953	1954	1955
New.....	3,200,000	4,500,000	5,200,000	4,400,000	3,600,000	4,900,000	4,300,000	6,000,000
Used.....	5,600,000	6,900,000	7,500,000	7,300,000	7,900,000	7,800,000	8,600,000	9,300,000
Ratio.....	1.81	1.53	1.44	1.66	2.19	1.59	2.00	1.55

Data for all years represent the number of spending units that bought cars during the year and still own them at the end of the year. Sales to business and government organizations are not included.

Average Used Car Price in 1955 Was \$780

	1950	1951	1952	1953	1954	1955
Median.....	\$550	\$600	\$850	\$900	\$700	\$600
Average.....	\$730	\$790	\$950	\$920	\$800	\$780

SOURCE: Survey of Consumer Finances conducted by the Federal Reserve Board in co-operation with the Survey Research Center of the University of Michigan.

DETROIT PUBLIC LIBRARY

\$17.7 Billions Auto Credit Extended in 1955

Consumer Installment Credit, Automobiles

(Millions of Dollars)

AMOUNT OUTSTANDING BY TYPE OF INSTITUTION
HOLDING CREDIT, END OF YEAR

	AMOUNT EXTENDED	AMOUNT REPAID	Commercial Banks Purchased Paper	Direct Loans	Total	Financial Institu- tions	Sales Finance Companies	Auto- mobile Dealers ^①	Total
1940.....	\$ 3,086	\$ 2,512	\$ 339	\$ 276	\$ 615	\$102	\$1,187	\$167	\$ 2,071
1941.....	3,823	3,436	447	338	785	122	1,363	188	2,458
1942.....	1,022	2,738	149	134	283	65	341	31	742
1943.....	762	1,149	58	86	144	49	131	31	355
1944.....	930	888	59	101	160	51	133	33	397
1945.....	999	941	66	143	209	54	164	28	455
1946.....	1,969	1,443	169	311	480	77	377	47	981
1947.....	3,692	2,749	352	539	891	130	802	101	1,924
1948.....	5,280	4,150	575	753	1,328	189	1,378	159	3,054
1949.....	7,182	5,537	849	946	1,795	240	2,425	239	4,699
1950.....	8,928	7,285	1,177	1,294	2,471	330	3,257	284	6,342
1951.....	9,362	9,462	1,135	1,311	2,446	358	3,183	255	6,242
1952.....	12,306	10,449	1,633	1,629	3,262	437	4,072	308	8,099
1953.....	13,621	11,379	2,215	1,867	4,082	573	5,306	380	10,341
1954.....	12,532	12,477	2,198	1,645	3,843	596	5,563	394	10,396
1955.....	17,748	13,832	2,976	2,099	5,075	742	7,939	556	14,312

① Includes consumer finance companies (operating primarily under state small loan laws), credit unions, industrial loan companies, mutual savings banks, savings and loan associations, and other lending institutions holding consumer installment loans.

② Includes only automobile paper; other installment credit held by automobile dealers is excluded.

These figures cover credit used to finance the purchase of motor vehicles for personal consumption. Credit extended to businesses or individuals for the purchase of trucks has been excluded. Insurance policy loans are excluded, as well as any personal loans used to purchase automobiles where the loan is not secured by the vehicle purchased.

SOURCE: Board of Governors of the Federal Reserve System.

84% of New Car Purchases Involve Trade-Ins

Type of Transaction	BUYERS OF NEW CARS				BUYERS OF USED CARS				BUYERS OF NEW AND USED CARS			
	1955	1954	1953	1952	1955	1954	1953	1952	1955	1954	1953	1952
Traded-in a Car...	84%	83%	82%	74%	48%	51%	51%	49%	62%	62%	63%	57%
Sold a Car.....	4	3	4	8	5	7	8	5	5	5	6	8
Neither.....	12	14	14	15	46	41	41	40	32	32	30	32
Not Ascertained...	*	*	*	3	1	1	1	3	1	1	1	3
Total.....	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

* Less than one-half of one percent.

SOURCE: Survey of Consumer Finances conducted by the Federal Reserve Board in cooperation with the Survey Research Center of the University of Michigan.

\$4,177,000,000 in Auto Insurance Written in 1954

Year	Net Premiums Written (000)	Losses Paid (000)	Ratio of Losses Paid to Net Premiums	Net Premiums Written (000)	Losses Paid (000)	Ratio of Losses Paid to Net Premiums
	AUTO LIABILITY			AUTO PROPERTY DAMAGE		
1946.....	\$ 499,727	\$188,350	37.7%	\$ 193,350	\$106,518	55.1%
1951.....	1,125,851	493,210	43.8	574,842	313,417	54.5
1952.....	1,331,932	569,202	42.7	715,091	368,504	51.5
1953.....	1,562,271	661,078	42.3	832,959	373,998	44.9
1954.....	1,810,700	833,846	46.1	876,944	387,029	44.1
Year	AUTO PHYSICAL DAMAGE			TOTAL AUTO INSURANCE IN U. S.		
	Net Premiums Written (000)	Losses Paid (000)	Ratio of Losses Paid to Net Premiums	Net Premiums Written (000)	Losses Paid (000)	Ratio of Losses Paid to Net Premiums
1946.....	\$ 557,362	\$287,090	51.5%	\$1,250,439	\$582,138	46.6%
1951.....	1,294,109	599,589	46.3	2,994,802	1,406,216	47.0
1952.....	1,560,965	708,344	45.4	3,607,988	1,646,050	45.6
1953.....	1,769,971	775,292	43.8	4,165,201	1,810,368	43.5
1954.....	1,489,231	648,490	43.5	4,176,881	1,869,365	44.7

SOURCE: "The Spectator Insurance Year Book" and "The Spectator Insurance by Years."

6,966,000 Cars and Trucks On Farms, Fall 1954

State	Farms Reporting Passenger Cars		Number of Farm Pass. Cars	Farms Reporting Trucks		Number of Farm Trucks	Farm Vehicles as Percent of Total Vehicles in State*		Number of Farm Tractors
	Number	% of All Farms		Number	% of All Farms		Pass. Cars	Trucks	
Ala.....	75,503	42.7	83,371	59,347	33.5	65,359	11.6	36.1	65,175
Ark.....	7,221	77.8	15,197	6,551	70.6	13,581	5.3	16.5	13,883
Calif.....	56,771	39.1	66,142	67,288	46.3	77,398	18.1	45.3	83,150
Colo.....	106,123	86.3	173,590	77,574	63.1	129,520	3.6	17.0	149,384
Conn.....	34,084	83.8	47,492	32,003	78.7	48,653	9.1	32.9	61,920
Del.....	10,987	86.1	17,458	8,500	66.6	13,393	2.3	13.1	14,165
Fla.....	5,198	82.6	7,055	3,786	60.2	5,191	6.4	18.9	8,904
Ga.....	34,799	60.5	46,897	26,377	45.9	37,022	4.0	17.9	34,801
Idaho.....	95,731	57.9	110,991	67,925	41.1	77,468	12.4	34.5	88,202
Ill.....	33,014	85.1	43,189	27,247	70.2	38,838	19.2	46.1	52,890
Ind.....	152,189	86.6	190,062	91,381	52.0	100,356	7.1	27.1	289,985
Iowa.....	131,204	85.4	162,494	69,635	45.3	78,066	11.7	28.2	206,340
Kans.....	178,217	92.3	225,451	80,048	41.5	84,648	24.4	41.2	311,677
Ky.....	105,034	87.3	129,597	84,494	70.2	112,422	17.1	48.4	176,333
La.....	105,260	54.4	122,212	62,323	32.2	68,013	16.3	34.8	88,644
Me.....	54,674	49.1	62,802	41,525	37.3	48,666	9.2	27.3	51,929
Mo.....	17,616	75.4	21,792	13,550	58.0	18,287	9.2	28.8	18,938
Mont.....	26,153	80.5	38,077	16,843	51.9	22,275	5.2	18.4	40,673
Mass.....	13,854	80.0	19,946	9,430	54.5	14,411	1.6	8.5	16,236
Mich.....	122,052	87.8	156,909	62,145	44.7	71,076	6.3	21.3	187,481
Minn.....	151,380	91.6	192,877	80,425	48.6	90,295	18.1	40.3	255,431
Miss.....	84,482	39.1	98,862	68,874	31.9	77,551	24.5	45.7	81,536
Mo.....	142,355	70.6	161,096	87,791	43.5	95,880	14.2	34.1	183,105
Mont.....	27,656	83.9	38,284	28,505	86.5	48,513	18.0	51.3	57,183
Nebr.....	92,705	92.0	121,117	60,257	59.8	72,196	25.0	49.8	163,296
Nev.....	2,183	77.7	3,495	2,262	80.6	3,908	4.0	15.5	4,588
N. H.....	7,823	75.1	10,188	6,281	60.3	8,395	6.3	22.1	8,160
N. J.....	18,966	83.6	28,721	15,067	66.4	24,460	1.7	10.5	30,136
N. M.....	11,717	55.9	16,216	13,858	66.1	21,307	7.2	27.9	17,459
N. Y.....	89,695	84.9	122,978	53,730	50.8	71,150	3.2	15.3	144,495
N. C.....	162,738	60.8	183,123	80,376	30.0	86,425	17.8	34.9	125,953
N. D.....	55,874	90.4	72,322	49,987	80.9	66,821	35.7	71.2	114,592
Ohio.....	151,667	85.6	197,161	69,016	39.0	77,859	6.8	20.6	233,093
Okla.....	78,445	65.8	89,574	72,350	60.7	86,467	12.7	36.0	106,338
Ore.....	46,276	85.0	61,077	33,600	61.7	48,325	10.1	33.0	67,129
Pa.....	106,311	82.5	144,543	60,382	46.9	72,042	4.8	15.2	159,196
R. I.....	1,613	82.6	2,296	1,227	62.8	1,904	.9	5.2	1,640
S. C.....	76,125	61.3	88,950	35,076	28.2	40,274	15.4	32.1	46,461
S. D.....	56,914	91.3	74,067	38,788	62.2	47,722	32.4	58.6	111,359
Tenn.....	104,965	51.6	118,731	67,537	33.2	72,998	13.4	34.3	90,025
Texas.....	205,459	70.1	250,843	153,946	52.6	189,725	9.2	26.6	277,019
Utah.....	18,832	81.8	23,346	14,297	62.1	18,134	9.6	31.2	21,067
Vt.....	12,541	78.4	16,756	8,960	56.0	11,180	16.3	41.7	15,426
Va.....	81,900	60.1	100,799	50,732	37.2	58,936	10.8	29.6	77,567
Wash.....	55,855	85.8	74,429	38,640	59.3	56,250	8.5	30.4	70,608
W. Va.....	32,379	47.2	36,574	24,464	35.7	27,011	9.3	24.5	24,712
Wis.....	139,429	90.8	179,680	78,731	51.2	87,363	16.5	39.2	224,560
Wy.....	9,588	84.4	13,956	9,761	86.0	15,077	12.1	30.7	19,201
Total.....	3,391,557	70.9	4,262,785	2,212,892	46.3	2,702,811	8.8	28.4	4,692,045

* Excludes publicly-owned vehicles in total in computation of percentages.

SOURCE: 1954 Census of Agriculture, and Bureau of Public Roads.

Motor Vehicle Registrations in United States

Privately Owned Vehicles

Year Dec. 31	Passenger Cars	Buses ①	Trucks Number	% of Total	Total
1895	4	—	—	—	4
1896	16	—	—	—	16
1897	90	—	—	—	90
1898	800	—	—	—	800
1899	3,200	—	—	—	3,200
1900	8,000	—	—	—	8,000
1901	14,800	—	—	—	14,800
1902	23,000	—	—	—	23,000
1903	32,920	—	—	—	32,900
1904	54,590	—	700	1.3	55,290
1905	77,400	—	1,400	1.8	78,800
1906	105,900	—	2,200	2.0	108,100
1907	140,300	—	2,900	2.0	143,200
1908	194,400	—	4,000	2.0	198,400
1909	305,950	—	6,050	1.9	312,000
1910	458,377	—	10,123	2.2	468,500
1911	618,727	—	20,773	3.2	639,500
1912	901,596	—	42,404	4.5	944,000
1913	1,190,393	—	67,667	5.4	1,258,060
1914	1,664,003	—	99,015	5.6	1,763,018
1915	2,332,426	—	158,506	6.4	2,490,932
1916	3,367,889	—	250,048	6.9	3,617,937
1917	4,727,468	—	391,057	7.6	5,118,525
1918	5,554,952	—	605,496	9.8	6,160,448
1919	6,679,133	—	897,755	11.8	7,576,888
1920	8,131,522	—	1,107,639	12.0	9,239,161
1921	9,212,158	—	1,281,508	12.2	10,493,666
1922	10,704,076	—	1,569,523	12.8	12,273,599
1923	13,253,019	—	1,849,086	12.2	15,102,105
1924	15,436,102	—	2,176,838	12.4	17,612,940
1925	17,439,701	17,808	2,483,215	12.5	19,940,724
1926	19,220,885	24,320	2,807,354	12.7	22,052,559
1927	20,142,120	27,659	2,969,780	12.8	23,139,559
1928	21,308,159	31,982	3,171,542	12.9	24,511,683
1929	23,060,421	33,999	3,408,088	12.9	26,502,508
1930	22,972,745	40,507	3,518,747	13.3	26,531,999
1931	22,330,402	41,880	3,489,756	13.5	25,862,038
1932	20,832,357	43,476	3,256,776	13.5	24,132,609
1933	20,586,284	44,918	3,245,505	13.6	23,876,707
1934	21,472,078	51,530	3,430,396	13.7	24,954,004
1935	22,494,884	58,994	3,675,865	14.0	26,229,743
1936	24,108,236	62,618	4,001,464	14.2	28,172,318
1937	25,390,773	66,166	4,249,219	14.3	29,706,158
1938	25,167,030	65,198	4,210,477	14.3	29,442,705
1939	26,139,526	68,859	4,406,702	14.4	30,615,087
1940	27,372,397	72,641	4,590,386	14.3	32,035,424
1941	29,524,101	88,800	4,859,244	14.1	34,472,145
1942	27,868,746	102,093	4,608,086	14.1	32,578,925
1943	25,912,730	106,702	4,480,176	14.7	30,499,608
1944	25,466,331	106,518	4,513,340	15.0	30,086,189
1945	25,691,434	112,253	4,834,742	15.8	30,638,429
1946	28,100,188	119,937	5,725,692	16.9	33,945,817
1947	30,718,852	128,983	6,512,628	17.4	37,360,463
1948	33,213,905	132,603	7,209,961	17.8	40,556,469
1949	36,312,380	135,002	7,692,569	17.4	44,139,951
1950	40,185,146	143,206	8,272,153 ②	17.0	48,600,505
1951	42,525,217	143,290	8,657,921 ②	16.9	51,326,428
1952	43,653,545	145,227	8,853,063 ②	16.8	52,651,835
1953	46,289,129	141,255	9,195,697 ②	16.5	55,626,081
1954	48,323,909	140,003	9,421,537 ②	16.3	57,885,449
1955	51,989,027	142,335	9,922,335 ②	16.0	62,053,697

Privately and Publicly* Owned Vehicles

1945	25,793,493	162,125	5,079,802	16.4	31,035,420
1946	28,213,336	173,585	5,986,081	17.4	34,373,002
1947	30,845,350	187,457	6,808,691	18.0	37,841,498
1948	33,350,894	196,726	7,537,911	18.4	41,085,531
1949	36,453,351	208,929	8,028,016	18.0	44,690,296
1950	40,333,591	223,652	8,637,969 ③	17.6	49,195,212
1951	42,682,591	230,461	9,035,744 ③	17.4	51,948,796
1952	43,817,580	240,485	9,243,264 ③	17.3	53,301,329
1953	46,460,094	244,251	9,608,936 ③	17.1	56,313,281
1954	48,468,870	248,346	9,848,718 ③	16.8	58,595,934
1955	52,173,234	255,249	10,365,266 ③	16.5	62,793,749

*Excludes Military Vehicles. ① Incomplete. Many states did not segregate buses from passenger cars or trucks in earlier years. Includes municipally-owned buses engaged in public transit. ② Includes farm trucks registered at a nominal fee in 5 states and restricted to use in vicinity of owners' farm. There were 33,354 such trucks in the 1955 count.

SOURCE: U. S. Bureau of Public Roads 1900 to date. Prior to 1900 estimated by Automobile Manufacturers Association.

1955 Car, Truck and Bus Registrations by States

State	PRIVATELY OWNED				PRIVATELY AND PUBLICLY-OWNED ①			
	Passenger Cars	Buses ②	Motor Trucks ③	Total	Passenger Cars	Buses ②	Motor Trucks ③	Total
Ala.....	831,901	2,047	192,988	1,026,936	834,528	6,089	200,624	1,041,241
Ariz.....	320,080	779	85,785	406,644	322,487	1,598	90,553	414,638
Ark.....	398,537	912	177,641	577,090	399,244	3,415	181,591	584,250
Cal.....	5,274,819	6,770	829,329	6,110,918	5,299,589	12,097	877,336	6,189,022
Colo.....	564,390	1,793	161,473	727,656	566,909	3,056	167,443	737,408
Conn.....	808,102	3,076	107,037	918,215	811,287	3,273	111,805	926,365
Del.....	120,324	491	31,356	152,171	121,107	522	32,252	153,881
Fla.....	1,368,365	1,944	226,275	1,596,584	1,372,955	4,858	237,839	1,615,652
Ga.....	986,273	3,490	235,726	1,225,489	988,079	6,566	244,273	1,238,918
Idaho.....	241,178	④17	89,970	331,565	242,027	969	94,518	337,514
Ill.....	2,851,859	6,636	385,381	3,243,876	2,858,029	10,826	399,543	3,268,398
Ind.....	1,447,007	7,839	294,907	1,749,753	1,450,673	9,060	303,017	1,762,750
Iowa.....	968,643	1,204	212,286	1,182,133	970,890	4,873	219,101	1,194,864
Kansas.....	792,405	708	241,379	1,034,492	795,720	1,960	250,084	1,047,764
Ky.....	817,745	2,851	202,453	1,023,049	819,617	4,781	208,007	1,032,405
La.....	748,746	4,188	188,413	941,347	752,197	5,120	194,354	951,671
Maine.....	251,235	1,205	⑤65,685	318,125	252,292	1,586	68,796	322,674
Md.....	801,138	4,788	125,212	931,138	803,796	5,290	129,209	938,295
Mass.....	1,354,555	5,536	169,510	1,529,601	1,359,849	5,629	180,756	1,546,234
Mich.....	2,726,480	7,143	351,893	3,085,516	2,733,358	11,368	369,375	3,114,101
Minn.....	1,114,169	4,482	232,818	1,351,469	1,116,776	7,465	240,622	1,364,863
Miss.....	450,865	2,626	172,713	626,204	451,554	5,883	179,107	636,544
Mo.....	1,173,064	3,789	301,306	1,478,159	1,175,487	5,850	308,719	1,490,056
Mont.....	229,471	923	99,150	329,544	230,677	1,249	104,168	336,094
Nebr.....	503,833	1,115	150,549	655,497	505,239	1,575	155,216	662,030
Nev.....	93,778	232	26,488	120,498	94,505	398	28,765	123,668
N. H.....	172,514	870	38,525	211,909	173,689	933	42,113	216,735
N. J.....	1,800,663	7,288	242,351	2,050,302	1,807,071	7,705	255,808	2,070,584
N. M.....	249,969	1,875	82,014	333,858	251,587	2,086	86,533	340,206
N. Y.....	4,115,895	10,955	477,297	4,604,147	4,131,794	18,225	504,892	4,654,911
N. C.....	1,141,760	3,720	264,091	1,409,571	1,146,033	13,325	277,819	1,437,177
N. D.....	209,162	171	96,021	305,354	209,899	384	98,316	308,599
Ohio.....	3,090,310	5,397	396,295	3,492,002	3,097,763	14,157	414,029	3,525,949
Ola.....	758,555	1,384	250,307	1,010,246	761,129	6,643	258,016	1,025,788
Ore.①.....	722,708	1,289	67,144	791,141	727,532	2,869	72,043	802,444
Penna.....	3,198,430	11,694	494,803	3,704,927	3,208,177	12,729	516,354	3,737,260
R. I.....	269,208	864	37,735	307,807	270,235	951	39,093	310,279
S. C.....	635,745	1,475	130,749	767,969	638,124	6,163	137,900	782,187
S. D.....	237,138	271	83,477	320,886	237,873	680	86,661	325,214
Tenn.....	920,946	2,099	228,223	1,151,268	925,292	4,578	238,425	1,168,295
Texas.....	3,043,320	4,043	770,743	3,818,106	3,052,093	16,336	800,553	3,868,982
Utah.....	268,015	475	61,753	330,243	269,365	939	65,853	336,157
Vt.①.....	120,231	294	14,364	134,889	120,589	414	15,304	136,307
Va.....	1,014,267	2,960	208,844	1,226,071	1,019,586	6,140	217,196	1,242,922
Wash.....	929,390	989	206,969	1,137,348	935,977	3,617	223,950	1,163,544
W. Va.....	427,131	936	115,774	543,841	429,664	2,767	119,907	552,338
Wis.....	1,135,781	3,460	227,316	1,366,557	1,138,489	4,992	242,450	1,385,931
Wyo.....	117,696	784	51,188	169,668	118,529	1,188	53,872	173,589
D. of C.....	171,231	2,058	18,629	191,918	173,873	2,072	21,106	197,051
Total.....	51,989,027	142,335	9,922,335	62,053,697	52,173,234	255,249	10,365,266	62,793,749

- ① Trucks with gross weights of 6,000 pounds or less (about 86,000 A.M.A. estimate) included with passenger cars.
- ② Trucks under 1,500 pounds capacity (about 10,500 units, A.M.A. estimate) included with passenger cars.
- ③ Includes municipally-owned buses engaged in public transit.
- ④ Includes 33,354 farm trucks registered at nominal fee and restricted to use in vicinity of owner's farm. These registrations in each state were as follows: Connecticut 5,136; New Hampshire 4,283; New Jersey 9,621; New York 12,183; and Rhode Island 2,131.
- ⑤ Privately-owned school buses are included with trucks.
- ⑥ Commercial full trailers are included with trucks.
- ⑦ Includes Federal, state, county and municipal vehicles. Vehicles owned by military services are not included.

SOURCE: U. S. Bureau of Public Roads (Table MV-1).

8 Top States Have Half of Car Registrations

Standings of States in Passenger Car Registrations, 1955

1955 Rank	1955 Passenger Car Registrations	1955 Percent Increase Over 1954	Increase in Passenger Car Registrations 1941-1955 Number	Percent	Percent Change in Civilian Population, 1941-1955	Civilian Population Per Passenger Car, 1955
1. Calif.	5,299,589	8.6	Calif. 2,677,206	Fla. 198.1	Nev. 83.1	Nev. 2.3
2. N. Y.	4,131,794	6.1	N. Y. 1,613,739	Ariz. 171.9	Ariz. 77.5	Calif. 2.4
3. Penn.	3,208,177	6.2	Texas 1,607,090	N. M. 156.9	Calif. 75.7	Fla. 2.5
4. Ohio	3,097,763	7.1	Mich. 1,192,844	Ala. 151.5	Fla. 69.4	Idaho 2.5
5. Texas	3,052,093	11.1	Penn. 1,191,215	Nev. 143.3	Ore. 48.0	Kan. 2.5
6. Ill.	2,858,029	6.1	Ohio 1,174,219	Tenn. 116.4	N. M. 45.4	Wyo. 2.5
7. Mich.	2,733,358	10.0	Ill. 1,032,377	La. 116.3	Wash. 44.4	Mich. 2.6
8. N. J.	1,807,071	7.3	Fla. 912,370	Ga. 114.0	Del. 39.7	Ore. 2.6
9. Ind.	1,450,673	4.3	N. J. 782,726	Utah. 113.3	Utah. 38.8	Colo. 2.7
10. Fla.	1,372,955	15.9	N. C. 578,625	Texas 111.2	Id. 37.5	Mont. 2.7
11. Mass.	1,359,849	5.1	Va. 533,751	Va. 110.1	Mich. 35.1	Texas 2.7
12. Mo.	1,175,487	3.1	Ga. 526,264	Miss. 103.4	Colo. 33.3	Wash. 2.7
13. N. C.	1,146,033	11.1	Ind. 519,978	Calif. 102.1	Texas 30.1	Conn. 2.8
14. Wisc.	1,138,489	4.0	Mass. 509,166	N. C. 102.0	Ohio 29.0	Iowa 2.8
15. Minn.	1,116,776	4.5	Ala. 502,749	Ky. 96.9	N. J. 28.6	Minn. 2.8
16. Va.	1,019,586	8.4	Tenn. 497,685	S. C. 90.0	Conn. 28.5	Okla. 2.8
17. Ga.	988,079	10.5	Wash. 413,114	Ark. 87.4	Ind. 25.4	S. D. 2.8
18. Iowa	970,890	4.8	La. 404,553	Md. 86.8	Va. 24.8	Ohio 2.9
19. Wash.	935,977	6.2	Ky. 403,423	Del. 85.1	La. 21.2	Utah 2.9
20. Tenn.	925,292	3.9	Md. 373,473	Colo. 84.7	N. Y. 20.1	Ariz. 3.0
21. Ala.	834,528	15.8	Mo. 353,805	Ore. 80.5	S. C. 18.8	Ind. 3.0
22. Ky.	819,617	9.1	Wisc. 342,899	Idaho 79.2	Wyo. 18.5	N. J. 3.0
23. Conn.	811,287	6.4	Minn. 342,882	Wash. 79.0	Ill. 18.1	R. I. 3.0
24. Md.	803,796	8.4	Conn. 338,986	Mich. 77.4	N. C. 18.0	Del. 3.1
25. Kan.	795,720	4.8	S. C. 302,214	N. J. 76.4	Wisc. 17.8	N. M. 3.1
26. Okla.	761,129	7.3	Kan. 292,409	Conn. 71.8	Idaho 17.7	N. D. 3.1
27. La.	752,197	9.9	Ore. 286,063	Wyo. 66.0	Kan. 17.0	Md. 3.2
28. Ore.*	641,532	5.3	Okla. 279,129	N. Y. 64.1	Minn. 15.7	N. H. 3.2
29. S. C.	638,124	9.8	Colo. 259,939	Ohio 61.0	Tenn. 15.5	Wisc. 3.2
30. Colo.	566,909	8.3	Iowa 259,569	Mass. 59.9	Mont. 15.4	Ill. 3.3
31. Neb.	505,239	4.1	Miss. 229,570	Penn. 59.1	Mass. 15.3	Vt. 3.4
32. Miss.	451,554	11.9	Ark. 203,870	Ky. 58.1	R. I. 15.3	Va. 3.4
33. W. Va.	429,664	8.5	Ark. 186,178	Okla. 57.9	Ga. 13.5	Maine 3.5
34. Ark.	399,244	8.8	N. M. 153,664	N. H. 57.8	Penn. 12.8	Mo. 3.5
35. Ariz.	322,487	10.9	Neb. 150,203	Ill. 56.5	N. H. 12.6	Penn. 3.5
36. R. I.	270,235	4.9	W. Va. 148,717	Ind. 55.9	D. of C. 10.9	S. C. 3.5
37. Utah	269,365	10.3	Utah 143,075	Mont. 55.6	S. D. 10.2	Ala. 3.6
38. Maine	252,292	6.0	Idaho 107,000	W. Va. 53.0	Iowa 9.2	Ga. 3.6
39. N. M.	251,587	10.8	R. I. 91,876	R. I. 51.5	Mo. 8.5	Ky. 3.6
40. Idaho	242,027	7.3	Mont. 82,451	Minn. 44.3	Neb. 8.5	Mass. 3.7
41. S. D.	237,873	7.9	Maine 75,420	Wisc. 43.1	Vt. 8.3	N. C. 3.7
42. Mont.	230,677	3.7	S. D. 69,707	Mo. 43.1	Ala. 6.7	Tenn. 3.7
43. N. D.	209,899	3.3	N. H. 63,640	Vt. 43.0	Ky. 6.1	La. 3.9
44. D. of C.	173,873	4	N. D. 57,503	Maine 42.6	Okla. 5.6	Neb. 3.9
45. N. H.	173,689	6.1	Del. 55,671	Neb. 42.3	W. Va. 5.5	N. Y. 3.9
46. Del.	121,107	9.2	Nev. 55,659	S. D. 41.5	Maine 5.0	Ark. 4.4
47. Wyo.	118,529	2.4	Wyo. 46,931	N. D. 37.7	N. D. 4.1	Miss. 4.6
48. Vt.*	110,089	6.7	Vt. 32,860	Iowa 35.3	Miss. 4.7	W. Va. 4.7
49. Nev.	94,503	8.1	D. of C. 13,961	D. of C. 8.7	Ark. 5.9	D. of C. 4.8
Total..	52,076,734	9.0	22,466,418	75.9	23.4	3.1

* In Oregon trucks with gross weight under 6,000 pounds are registered as passenger cars, and in Vermont trucks under 1,500 pounds capacity are registered as passenger cars. It is estimated that this amounted to 86,000 vehicles in Oregon and 10,500 in Vermont. We have omitted these respective amounts from the passenger car registrations shown above for Oregon and Vermont.

SOURCE: Compiled by A.M.A. from U. S. Bureau of Public Roads and U. S. Bureau of Census data.

Truck Registrations Have Doubled Since 1941 in 29 States

Standings of States in Motor Truck Registrations, 1955

Rank	1955 Motor Truck Registrations	1955 Percent Increase Over 1954	Increase in Motor Truck Registrations 1941-1955		Percent Change in Civilian Population, 1941-1955	Civilian Population per Motor Truck, 1955				
			Number	Percent						
1. Calif.	877,336	8.7	Calif.	507,276	Ariz.	200.6	Nev.	83.1	Wyo.	5.5
2. Texas	800,553	7.7	Texas	418,492	Colo.	180.0	Ariz.	77.5	Mont.	6.0
3. Pa.	516,354	4.8	Pa.	230,742	Tenn.	171.0	Calif.	75.7	Idaho	6.4
4. N. Y.	492,709	2.6	Mich.	219,185	Del.	170.1	Fla.	69.4	N. D.	6.5
5. Ohio	414,029	4.7	Ohio	203,277	N. C.	166.5	Ore.	48.0	Nev.	7.5
6. Ill.	399,543	4.1	N. C.	173,580	Nev.	166.0	N. M.	45.4	S. D.	7.8
7. Mich.	369,375	5.1	Ill.	165,029	Fla.	162.2	Wash.	44.4	Kans.	8.1
8. Mo.	308,719	7.1	Ind.	152,538	N. M.	157.0	Del.	39.7	Okla.	8.8
9. Ind.	303,017	6.6	Tenn.	150,286	Ala.	156.0	Utah	38.8	Neb.	8.8
10. N. C.	277,819	7.0	Fla.	147,144	Utah	150.5	Idaho	37.5	N. M.	8.9
11. Okla.	258,016	4.3	Ga.	143,921	Mich.	145.9	Mich.	35.1	Colo.	9.0
12. Kans.	250,084	4.0	Okla.	143,156	Ga.	145.9	Colo.	33.3	Ark.	9.7
13. N. J.	246,187	3.9	Mo.	141,657	Wyo.	143.4	Texas	30.1	Texas	10.4
14. Ga.	244,273	5.0	Kans.	140,483	Idaho	143.0	Ohio	29.0	Ohio	10.5
15. Wisc.	242,450	2.4	N. Y.	130,030	S. C.	140.7	N. J.	28.6	Ore.	10.5
16. Minn.	240,622	4.0	Va.	125,677	Ky.	140.0	Conn.	28.5	Wash.	11.1
17. Tenn.	238,425	6.8	Wash.	122,557	Miss.	138.2	Ind.	25.4	Miss.	11.6
18. Fla.	237,839	8.4	Ala.	122,244	Va.	137.3	Va.	24.8	Del.	11.8
19. Wash.	229,930	11.9	Ky.	121,350	Calif.	137.1	La.	21.2	Utah	11.8
20. Iowa	219,101	3.0	La.	108,333	N. D.	133.9	N. Y.	20.1	Iowa	12.3
21. Va.	217,196	5.4	Colo.	107,637	S. D.	133.2	S. C.	18.8	Maine	12.9
22. Ky.	208,007	3.3	Minn.	106,109	Kans.	128.2	Wyo.	18.5	Minn.	13.2
23. Ala.	200,624	6.4	Miss.	103,922	Ark.	127.6	Ill.	18.1	Wisc.	13.3
24. La.	194,354	5.6	Iowa	102,820	La.	125.9	N. C.	18.0	Fia.	14.1
25. Ark.	181,591	4.1	Ark.	101,808	Okla.	124.6	Wisc.	17.8	Ky.	14.2
26. Mass.	180,756	.3	N. J.	97,542	Wash.	120.9	Idaho	17.7	Ind.	14.3
27. Miss.	179,107	2.3	Neb.	83,118	Neb.	115.3	Kans.	17.0	Tenn.	14.3
28. Colo.	167,443	7.3	S. C.	80,603	Texas	109.5	Minn.	15.7	Calif.	14.5
29. Ore.*	158,043	3.8	Ore.	78,098	W. Va.	100.2	Tenn.	15.5	Go.	14.5
30. Neb.	155,216	3.5	Wisc.	72,783	Ore.	97.7	Mont.	15.4	N. H.	14.6
31. S. C.	137,900	3.8	Mass.	70,890	Ohio	96.5	Mass.	15.3	Vt.	14.6
32. Md.	129,209	3.8	Md.	62,716	Ind.	95.8	R. I.	15.3	La.	14.9
33. W. Va.	119,907	4.7	Ariz.	60,424	Md.	94.3	Ga.	13.5	Aia.	15.0
34. Conn.	106,669	4.7	W. Va.	60,011	Iowa	88.4	Pa.	12.8	N. C.	15.1
35. Mont.	104,168	4.7	N. D.	56,287	Mont.	87.6	N. H.	12.6	Wisc.	15.2
36. N. D.	98,316	2.3	Idaho	55,615	Mo.	84.8	D. of C.	10.9	Va.	15.8
37. Idaho	94,518	6.9	N. M.	52,857	Pa.	80.8	S. D.	10.2	S. C.	16.1
38. Ariz.	90,553	3.7	S. D.	49,504	Minn.	78.8	Iowa	9.2	W. Va.	16.7
39. S. D.	86,661	2.5	Mont.	48,634	Ill.	70.4	Mo.	8.5	Mich.	19.6
40. N. M.	86,533	7.6	Utah	39,561	R. I.	69.0	Neb.	8.5	Md.	20.1
41. Maine	68,796	3.5	Wyo.	31,967	N. J.	65.6	Vt.	8.3	Conn.	20.9
42. Utah	65,853	7.1	Conn.	24,428	Mass.	64.5	Ala.	6.7	Pa.	21.6
43. Wyo.	53,872	4.1	Maine	20,799	Maine	43.3	Ky.	6.1	Ohio	21.6
44. N. H.	37,830	1.2	Del.	20,310	Wisc.	42.9	Okla.	5.6	N. J.	21.8
45. R. I.	36,962	3.9	Nev.	17,950	D. of C.	36.7	W. Va.	5.5	N. I.	22.0
46. Del.	32,252	13.8	R. I.	15,087	N. Y.	35.9	Maine	5.0	Ill.	23.3
47. Nev.	28,765	5.2	N. H.	6,398	Vt.	29.8	N. D.	4.1	Mass.	27.5
48. Vt.*	25,804	-7.0	Vt.	5,924	Conn.	29.7	Miss.	-4.7	N. Y.	32.6
49. D. of C.	21,106	3.4	D. of C.	5,668	N. H.	20.4	Ark.	-5.9	D. of C.	39.3
Total	10,428,412	5.0		5,306,427		103.6		23.4		15.6

* In Oregon trucks with gross weight under 6,000 pounds are included with passenger cars. In Vermont trucks under 1,500 pounds capacity are included with passenger cars. It is estimated that this amounted to 86,000 vehicles in Oregon and 10,500 in Vermont. We have included these respective amounts in the truck registrations shown above for Oregon and Vermont.

SOURCE: Compiled by A.M.A. from U. S. Bureau of Public Roads and U. S. Bureau of Census data.

Auto Factory Payrolls Total \$3.8 Billion

Employment, Hours and Earnings in Automotive Manufacturing Plants

Includes Body and Parts and Accessories Factories

	PRODUCTION WORKERS					
	All Employees	Average Employment	Total Payrolls (000)	Average Weekly Earnings	Average Weekly Hours	Average Hourly Earnings
1899.....	2,500	2,200	\$ 1,321	\$11.34	—	—
1904.....	13,200	12,000	7,159	11.43	—	—
1909.....	85,000	75,700	48,694	12.37	—	—
1914.....	145,200	127,100	101,927	15.42	—	—
1919.....	394,000	343,000	491,121	27.53	—	—
1929.....	—	471,000	787,314	32.15 ^①	46.8	—
1933 ^②	—	257,000	270,015	20.96 ^②	35.2 ^②	.593 ^②
1939.....	466,000	402,000	650,672	32.85	35.9	.915
1940.....	532,000	465,000	864,677	35.76	38.2	.936
1941.....	654,000	571,000	1,239,641	41.75	40.3	1.036
1944.....	793,000	663,000	2,030,292	58.89	46.3	1.272
1945.....	663,000	538,000	1,476,853	52.79	42.0	1.257
1946.....	662,000	544,000	1,431,656	50.61	37.8	1.339
1947.....	776,200	648,800	1,938,225	57.45	39.0	1.473
1948.....	789,300	654,600	2,106,000	61.86	38.4	1.611
1949.....	759,600	635,300	2,179,000	65.97	38.9	1.696
1950.....	825,200	701,600	2,672,000	73.25	41.2	1.778
1951.....	844,500	707,900	2,777,000	75.45	39.5	1.912
1952.....	790,200	644,400	2,775,000	82.82	40.6	2.04
1953.....	928,900	767,100	3,508,000	87.95	41.1	2.14
1954.....	775,600	624,400	2,887,000	88.91	40.6	2.19
1955.....	896,500	740,400	3,765,000	97.78	42.7	2.29

① Calculated from production-worker employment and total payrolls.

② Hours and earnings data prior to 1934 not strictly comparable with data for later years.

SOURCE: 1899 to 1927 from U. S. Census of Mfrs.; 1929 to date from Bureau of Labor Statistics. Total payrolls estimated by A.M.A. from Bureau of Labor Statistics data.

50 Million Emergency Road Service Calls in 1955

	NUMBER OF BREAKDOWNS						PERCENT OF TOTAL					
	1950 (000)	1951 (000)	1952 (000)	1953 (000)	1954 (000)	1955 (000)	1950	1951	1952	1953	1954	1955
Tire.....	10,054	10,443	11,015	9,523	11,613	12,460	22.8	21.4	26.0	23.0	25.3	24.9
Battery.....	10,830	10,266	10,837	9,196	11,305	12,018	24.6	21.0	25.6	22.2	24.6	23.0
Ignition.....	3,918	6,468	5,033	5,662	5,825	6,363	8.9	13.2	11.9	13.7	13.7	12.7
Tow.....	4,081	5,226	4,308	3,584	3,145	3,259	9.3	10.7	10.2	8.7	6.8	6.5
Stuck.....	2,210	3,877	3,023	2,305	2,381	2,477	5.0	7.9	7.1	5.6	5.2	4.9
Wrecker.....	1,862	2,127	1,399	2,268	1,834	2,111	4.2	4.4	3.3	5.5	4.0	4.2
Out of Gas.....	1,522	1,393	1,272	1,142	1,756	1,900	3.4	2.9	3.0	2.8	3.8	3.8
Starter.....	1,006	2,312	1,124	1,995	1,802	1,895	2.3	4.7	2.7	4.8	3.9	3.8
Carburetor.....	2,523	1,608	538	989	1,172	1,444	5.7	3.3	1.3	2.4	2.6	2.9
Gas Line.....	609	596	534	522	533	938	1.4	1.2	1.3	1.3	1.2	1.9
Lock and Key.....	722	733	424	803	717	772	1.8	1.5	1.0	1.9	1.6	1.5
Lights.....	476	440	492	406	487	542	1.1	.9	1.2	1.0	1.1	1.1
Brakes.....	701	763	920	493	515	506	1.6	1.6	2.2	1.2	1.1	1.0
All Others.....	3,551	2,635	1,479	2,500	2,887	3,454	8.1	5.4	3.5	6.0	6.3	6.9
Total.....	44,115	48,887	42,398	41,388	45,972	50,139	100	100	100	100	100	100

Estimates are for all passenger cars in U. S., based on reports of garages under contract to render emergency road service to members of the American Automobile Association.

SOURCE: American Automobile Association.

10,000,000 Employed in Highway Transport Industries

One Out of Every Seven Employed in United States

	Motor Parts, & Tire Mfg. (1)	Crude & Refined Petroleum (2)	Sales & Servicing (3)	State, County & Local Roads (4)	Truck Drivers & Other Employees (5)	Common Carrier Bus & Taxi Employment (6)	Total
Alabama.....	5,766	244	30,034	10,543	108,212	3,600	158,399
Arizona.....	—	—	10,678	3,059	61,577	873	76,187
Arkansas.....	273	2,810	21,195	5,065	83,354	1,803	114,500
California.....	37,007	38,314	157,328	26,974	598,252	22,648	880,523
Colorado.....	674	1,968	23,299	4,938	95,032	1,959	127,870
Connecticut.....	1,864	44	25,348	7,031	78,729	3,735	116,751
Delaware.....	3,184	11	4,302	1,096	21,648	480	30,721
Florida.....	256	72	39,354	11,653	160,653	6,009	217,997
Georgia.....	8,993	134	43,114	10,062	133,444	3,086	198,833
Idaho.....	84	17	9,658	3,081	44,544	578	57,725
Illinois.....	19,259	14,331	99,527	17,734	239,349	20,127	410,327
Indiana.....	62,053	11,532	55,025	9,196	179,960	5,840	323,606
Iowa.....	1,229	62	42,512	9,574	107,562	2,846	163,785
Kansas.....	12,997	9,667	34,211	9,749	110,129	2,355	179,108
Kentucky.....	3,552	2,619	27,049	8,824	111,995	6,828	160,867
Louisiana.....	269	25,554	28,483	10,479	116,550	3,857	185,192
Maine.....	24	—	11,811	5,211	40,407	1,272	58,725
Maryland.....	4,652	1,667	26,696	5,638	85,547	8,104	132,304
Massachusetts.....	13,322	697	50,239	14,530	133,076	13,339	225,203
Michigan.....	442,660	2,767	89,516	16,929	238,639	14,969	805,480
Minnesota.....	3,274	380	44,724	13,230	120,261	6,560	188,429
Mississippi.....	1,147	1,309	20,443	8,497	81,244	1,300	113,940
Missouri.....	14,222	1,274	60,934	10,284	170,271	7,565	264,550
Montana.....	16	2,248	9,989	2,959	44,524	657	60,393
Nebraska.....	475	500	23,018	5,102	66,416	3,460	98,971
Nevada.....	—	56	3,065	1,212	19,885	347	24,565
New Hampshire.....	—	—	6,607	3,243	26,974	835	37,659
New Jersey.....	13,522	11,432	54,223	12,091	185,078	13,576	289,922
New Mexico.....	116	3,555	9,699	2,461	52,180	907	68,918
New York.....	40,350	9,780	138,826	44,830	346,993	44,693	625,472
North Carolina.....	1,131	—	48,824	11,775	153,115	6,225	221,070
North Dakota.....	—	576	10,660	3,025	25,196	458	39,915
Ohio.....	117,436	7,063	103,291	24,291	268,936	18,189	539,206
Oklahoma.....	1,254	25,736	35,561	7,666	137,239	2,768	210,224
Oregon.....	686	9	26,011	5,926	87,774	1,897	122,303
Pennsylvania.....	21,897	23,814	123,596	32,422	355,449	20,992	578,170
Rhode Island.....	778	612	8,903	2,109	29,751	1,665	43,818
South Carolina.....	—	—	22,511	6,031	78,100	1,146	107,788
South Dakota.....	—	—	10,744	3,301	31,151	526	45,722
Tennessee.....	7,867	135	35,810	10,532	132,341	5,044	191,729
Texas.....	7,208	83,481	122,160	24,727	488,662	13,768	740,006
Utah.....	—	1,583	10,505	2,285	38,175	1,274	53,822
Vermont.....	—	—	5,546	2,546	11,699	548	20,339
Virginia.....	1,743	28	37,955	13,006	126,608	8,128	187,468
Washington.....	1,578	148	35,785	8,192	134,160	4,452	184,315
West Virginia.....	713	1,961	19,862	5,371	74,316	3,661	105,884
Wisconsin.....	22,890	213	44,017	14,265	124,069	5,143	210,597
Wyoming.....	—	5,494	5,921	1,382	31,036	440	44,273
Dist. of Columbia.....	—	—	10,145	1,028	16,884	2,771	30,828
Total.....	893,995 (1)	293,897	1,918,714	475,155	6,207,146	303,303	10,092,210 (2)

(1) Estimated by Automobile Manufacturers Association from BLS-BES and Social Security employment figures.

(2) 1948 Census of Business.

(3) Public employment only. Does not include construction workers of private highway contractors. From "State Distribution of Public Employment in 1955", U.S. Department of Commerce.

(4) Estimated by assuming .8 driver per non-farm truck. Includes employees other than drivers of trucking companies.

(5) "Bus Transportation" estimates of 1955 employment in common carrier bus industry distributed by states on basis of number of common carrier buses in each state, plus taxi employment by states, from first quarter 1953 social security data.

(6) Includes 17,574 tire manufacturing employees for whom no state distribution is available.

NOTE: Table above does not include persons engaged in manufacturing batteries, automobile stampings, and electrical equipment, raw materials, and in insurance and financing services—estimated at 600,000 additional employees.

95 Million Motor Vehicles

27 Persons per Motor Vehicle in World

	Passenger Cars ⁽¹⁾	Trucks	Buses	Total	Population per (000) Vehicle	Highway Mileage	
NORTH & CENTRAL AMERICA							
Alaska.....	39,664	16,696	③	56,360	205	4.5	3,200
Antigua.....	585	98	21	704	41	58	—
Bahamas (New Providence).....	3,661	1,106	21	4,788	87	18	442
Barbados.....	4,702	1,849	167 ⁽¹⁾	6,718	219	33	538
Bermuda.....	2,978	634	56	3,668	40	11	110
British Honduras*.....	937	372	5	1,314	73	56	172
Canada.....	2,917,439	977,266	12,357	3,907,062	15,482	4.0	524,000
Costa Rica.....	8,700 ⁽¹⁾	5,300	980	14,980	915	61	1,900
Cuba.....	122,508	45,760	5,181	173,449	5,814	34	7,580
Dominica.....	140	160	③	300	53	177	—
Dominican Republic.....	6,598	6,100	510	13,208	2,347	178	2,100
Greenland.....	40	③	1	41	24	585	—
Grenada*.....	835	175	130	1,140	91	80	—
Guadeloupe*.....	4,400	2,500	1,100	8,000	279	35	596
Guatemala*.....	15,520	3,466	557	19,543	3,149	161	3,418
Haiti.....	4,710	3,494	361	8,765	3,112	355	2,000
Honduras.....	3,420	2,684	117	6,221	1,608	258	950
Jamaica.....	1,700	5,398	③	7,098	1,503	212	3,203
Martinique.....	5,395	3,608	845	9,848	239	24	94,150
Mexico.....	273,697	194,491	20,093	488,281	28,849	59	80,700
Montserrat.....	116	20	11	147	—	—	—
Netherlands Antilles:							
Aruba.....	3,656	1,049	31	4,736	—	—	—
Bonaire.....	70	38	③	108	176	11	230
Curacao.....	7,960 ⁽¹⁾	2,075 ⁽¹⁾	427	10,462	—	—	—
Nicaragua.....	4,050	2,461	360	6,871	1,202	175	2,802
Panama.....	12,677	5,335	③	18,012	886	49	1,424
Canal Zone.....	12,648	157	112	12,917	53	4.1	—
Puerto Rico.....	80,417	24,223	773	105,413	2,211	21	3,750
St. Kitts, Nevis, Anguilla.....	435	138	75	648	33	51	—
St. Lucia*.....	350	95	55	500	71	142	—
St. Pierre, Miquelon.....	58	63	③	121	5	41	—
St. Vincent.....	255	75	③	330	61	185	—
Salvador*.....	12,037	5,677	③	17,714	2,122	120	4,820
Trinidad, Tobago.....	22,256	6,952	358	29,566	678	22	1,602
United States.....	52,173,234	10,365,266	255,249	62,793,749	165,248	2.6	3,030,000
Virgin Islands*.....	2,312	1,115	14	3,441	27	8	178
Total.....	55,750,160	11,686,096	299,967	67,736,223	236,903	3.5	3,769,865
SOUTH AMERICA							
Argentina.....	314,185	148,505	14,903	477,593	18,742	39	93,600
Bolivia.....	6,128	14,962	791	21,881	3,162	145	9,130
Brazil*.....	302,608	301,449	19,684	623,741	57,226	92	339,722
British Guiana*.....	5,246	978	79	6,303	453	72	—
Chile.....	46,744	41,370	4,951	93,065	6,238	67	30,260
Colombia.....	73,137 ⁽¹⁾	61,200	12,407	146,744	12,381	84	15,841
Ecuador.....	4,530	11,893	2,536	18,959	3,567	188	4,800
Falkland Islands.....	125	81	③	206	2	10	—
French Guiana*.....	750	325	25	1,100	28	25	—
Paraguay.....	3,713 ⁽¹⁾	2,429	299	6,441	1,530	238	4,600
Peru.....	54,415	43,616	5,530	103,561	9,295	90	19,300
Surinam.....	1,438	485	95	2,018	230	114	294
Uruguay*.....	51,500	45,710	1,990	99,200	2,525	25	5,285
Venezuela*.....	140,268	87,057	7,003	234,328	5,605	24	10,680
Total.....	1,004,787	760,060	70,293	1,835,140	120,984	66	533,512
OCEANIA							
Australia.....	1,419,732	665,608	③	2,085,340	9,091	4.3	524,478
Cook Islands*.....	45	90	—	135	—	—	—
Fiji Islands.....	3,454	2,170	236	5,860	321	55	935
Guam*.....	7,731	2,799	16	10,546	60	5.7	66
Hawaii*.....	153,366	26,682	707	180,755	500	2.8	2,033
New Caledonia.....	2,604	1,703	③	4,307	62	14	570
New Guinea-Papua.....	2,229	2,616	③	4,845	1,552	320	597
New Zealand.....	374,000	107,800	2,700	484,500	2,118	4.4	50,650
Norfolk Island.....	65	100	20	185	19	103	—
Society Islands.....	1,800	③	③	1,800	63	35	—
Trust Territory*.....	114	85	2	201	85	442	—
Total.....	1,965,140	809,653	3,681	2,778,474	13,871	5	579,329

Footnotes on page 28.

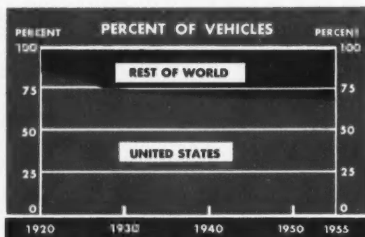
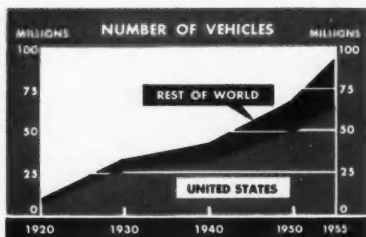
les in All Countries in 1955

World 9,800,000 Miles of Highways in World

	Passenger Cars①	Trucks	Buses	Total	Population (000)	per Vehicle	Highway Mileage
ASIA							
Aden.....	2,361	978	①	3,339	800	240	—
Afghanistan*.....	460	4,850	110	5,420	12,000	2,214	6,000
Arabian Peninsula States.....	16,500	23,000	700	40,200	10,000	249	—
Bahrain Islands.....	1,120	874	60	2,054	120	58	—
British North Borneo.....	843	729	②	1,574	334	212	950
Burma*.....	11,250	9,200	5,360	25,810	19,242	746	25,495
Ceylon.....	55,083	16,164	4,496	75,743	8,384	111	9,631
China*.....	20,000	100,000	1,000	121,000	601,912	4,975	61,340
Formosa (Taiwan).....	4,000	4,509	2,200	10,709	8,438	788	9,170
French Indochina*.....	37,400	14,890	200	52,490	27,030	515	14,648
Hong Kong.....	16,902	3,812	563	21,277	2,250	106	426
India.....	172,540	94,590	40,460	307,590	377,000	1,226	268,000
Indonesia.....	62,000	43,900	9,569	115,469	81,100	702	43,700
Iran.....	29,090	18,670	5,781	53,541	20,662	386	16,100
Iraq.....	16,340	10,298	3,606	30,244	4,948	164	11,952
Israel.....	17,355	18,600	1,900	37,855	1,670	44	1,929
Japan.....	157,888	708,488	34,421	900,797	88,500	98	80,100
Jordan.....	3,568	5,270	647	7,485	1,500	200	2,437
Korean Republic.....	2,862	10,546	2,542	15,950	29,291	1,833	2,528
Lebanon.....	22,578	4,183	1,089	27,850	1,383	50	2,860
Macao*.....	300	58	①	358	188	525	68
Malayan Federation*.....	55,722	21,827	2,076	79,625	5,750	72	6,350
Pakistan.....	26,495	13,100	580	40,175	75,842	1,888	58,009
Philippines*.....	51,511	33,081	18,897	103,489	21,440	207	18,550
Sarawak*.....	①	840	①	1,185	597	504	—
Singapore.....	41,332	9,860	1,100	52,292	1,147	22	326
Syria*.....	12,350	9,940	1,630	23,920	3,670	153	6,010
Thailand*.....	27,300	19,300	7,600	54,200	19,275	368	4,160
Total.....	865,897	1,199,157	146,587	2,211,641	1,425,123	644	650,739
EUROPE							
Albania*.....	800	1,700	③	2,500	1,175	470	1,716
Austria.....	143,054	68,199	4,221	215,474	6,954	32	56,700
Azores*.....	2,037	583	③	2,620	287	110	653
Belgium.....	475,300	174,243	3,700	653,243	8,819	14	27,350
Bulgaria*.....	5,000	10,000	1,200	16,200	7,160	442	16,354
Cyprus.....	9,062	6,016	①	15,078	509	34	3,381
Czechoslovakia*.....	105,000	70,000	3,000	178,000	12,340	69	43,718
Denmark.....	354,783	121,417	3,936	480,136	4,352	9	7,420
Faeroe Islands*.....	163	278	—	441	32	73	—
Finland.....	83,000	52,681	4,400	140,781	4,190	30	38,750
France.....	2,677,300	1,200,000	30,500	3,907,800	43,041	11	646,354
Germany (East).....	N. A.	N. A.	N. A.	N. A.	17,600	—	—
Germany (West).....	1,729,002	568,892	25,775	2,323,669	49,516	21	154,194
Gibraltar*.....	2,810	530	83	3,423	25	7	23
Great Britain.....	3,472,542	1,132,743	96,419	4,701,704	48,999	10	188,092
Greece*.....	16,308	24,086	5,343	45,737	7,900	173	14,200
Hungary.....	15,000	25,000	2,300	42,300	9,750	230	39,569
Iceland*.....	7,733	4,851	354	14,938	154	10	5,810
Italy.....	880,000	497,000	18,000	1,395,000	48,000	34	124,500
Eire*.....	132,524	41,372	1,301	175,197	2,933	17	50,107
Luxembourg*.....	20,900	6,210	290	27,400	304	11	2,657
Malta*.....	8,500	3,650	①	12,150	317	26	521
Monaco.....	2,000	①	①	2,000	20	10	—
Netherlands.....	287,600	102,900	6,880	397,380	10,667	27	8,070
North Ireland.....	82,772	27,083	2,390	112,245	1,374	12	13,254
Norway*.....	121,500	80,000	4,750	206,250	3,450	17	28,752
Poland*.....	30,000	55,000	2,000	87,000	26,500	305	209,418
Portugal.....	101,000	41,700	①	142,700	8,693	61	17,900
Romania*.....	6,000	15,000	2,000	23,000	16,100	700	61,794
Spain.....	127,837	94,985	9,416	232,238	28,751	124	72,200
Sweden.....	634,000	112,600	8,400	755,000	7,235	10	56,800
Switzerland.....	279,500	43,000	2,500	325,000	4,925	15	29,206
Turkey*.....	28,879	35,050	①	63,929	22,949	359	28,600
U. S. S. R.*.....	350,000	2,500,000	25,000	2,875,000	200,200	70	1,682,000
Yugoslavia.....	11,500	21,900	1,905	35,305	17,288	490	20,200
Total.....	12,203,106	7,141,669	266,063	19,610,838	622,505	32	3,650,263

Continued on next page.

71.4% of World's Passenger Cars are in United States



Year (Dec. 31)	PASSENGER CARS			TRUCKS AND BUSES		
	World Total	U. S. Total	U. S. %	World Total	U. S. Total	U. S. %
1940.....	37,184,199	27,461,097	73.9	8,973,892	5,001,823	55.7
1953.....	62,500,906	46,460,094	74.0	20,556,221	9,853,187	48.1
1954.....	66,643,334	48,498,870	72.6	21,828,829	10,123,677	46.4
1955.....	73,064,590	52,173,234	71.4	22,936,726	10,620,515	46.3

	Passenger Cars ^①	Trucks	Buses	Total	Population (000)	Per Vehicle	Highway Mileage
AFRICA							
Algeria*	95,000	50,663	①	145,663	9,251	64	25,000
Angola	14,512	7,350	②	21,862	4,168	191	21,920
Belgian Congo.....	25,470	2,150	397	28,017	11,789	453	65,258
British East Africa.....	70,684	43,399	2,617	116,700	19,330	166	67,983
British Somaliland*	100	825	②	925	640	692	1,065
British West Africa:							
Gambia.....	361	671	—	1,032	250	242	—
Gold Coast.....	13,700	18,490	208	32,398	3,089	95	—
Nigeria.....	17,500	16,625	③	34,125	31,200	914	38,356
Sierra Leone.....	3,300	1,940	549	5,789	2,000	345	—
Canary Islands*	5,285	3,635	547	9,467	564	60	653
Cape Verde Islands*	118	56	—	174	147	845	—
Egypt.....	70,100	1,681	5,516	77,297	22,469	291	14,976
Ethiopia-Eritrea ^④	9,247	6,926	248	16,421	18,180	1,107	3,412
French Cameroons*	5,450	12,600	630	18,680	3,055	164	6,587
Fr. Equatorial Africa*	5,900	11,500	112	17,512	4,437	253	14,585
French Somaliland*	629	216	—	845	62	73	324
French West Africa*	21,890	32,235	1,275	55,400	17,208	311	43,347
Liberia*	1,649	1,625	16	3,290	2,750	836	712
Libya*	5,415	747	③	6,162	1,340	217	2,063
Madagascar.....	13,475	15,840	③	29,315	4,370	149	25,770
Mauritius*	5,800	1,850	250	7,900	540	68	846
Morocco.....	110,000	47,000	2,475	159,475	10,442	65	29,800
Mozambique.....	16,482	5,815	③	22,297	5,846	262	26,500
Nyassaland.....	3,915	2,474	90	6,479	2,512	388	6,261
Reunion Island.....	7,000	③	③	7,000	274	39	1,170
Rhodesia, N. & S.....	69,894	32,868	815	103,577	4,410	43	50,456
St. Thomas-Prince*	89	60	③	149	60	403	—
Seychelles Islands*	197	54	③	251	37	105	70
Somalia.....	1,320	2,100	39	3,459	1,255	363	—
Sudan & S. W. Africa.....	7,025	9,495	—	16,520	8,764	531	45,700
Togoland.....	310	1,170	22	1,502	1,030	686	—
Tunisia.....	34,400	15,232	③	49,632	3,500	70	8,974
Union of So. Africa & S. W. Africa.....	639,283	184,495	5,907	829,685	13,393	16	198,000
Total.....	1,275,500	531,787	21,713	1,829,000	208,362	114	697,788
World Total.....	73,064,590	22,128,422	808,304	96,001,316	2,627,748	27	9,881,496

* Registrations for countries marked with an asterisk are from "The American Automobile".

① Passenger cars include taxicabs. ② Buses included with trucks. ③ Included with passenger cars.

④ Includes jeeps. ⑤ Includes station wagons. ⑥ Now under one government.

SOURCE: Automotive Division, U. S. Department of Commerce.

73 Percent Families in U. S. Own Automobiles

Date of Survey*	FAMILIES ①			SPENDING UNITS ①		
	Total Number (000,000)	Percent Owning Automobiles	Number Owning ② Automobiles (000,000)	Total Number (000,000)	Percent Owning Automobiles	Number Owning ② Automobiles (000,000)
1941	**	51%	**	**	**	**
1948	42.5	54%	23	49.0	50%	25
1949	44.1	56%	25	50.8	51%	26
1950	45.7	60%	27	52.6	55%	29
1951	46.3	65%	30	52.4	60%	31
1952	47.2	65%	31	53.0	60%	32
1953	48.0	65%	31	53.9	60%	32
1954	48.7	70%	34	54.0	66%	36
1955	49.0	71%	35	54.0	67%	36
1956	49.8	73%	36	54.2	70%	38

*Except for 1941 data refer to January and February of each year. **Not available.

① "Families" consist of all persons living in same dwelling and related by blood, marriage, or adoption. "Spending Units" consist of all persons living in same dwelling and related by blood, marriage, or adoption, who pooled their income for major items of expense. Many families contain two or more spending units.

② Calculated from preceding two columns by Automobile Manufacturers Association.

SOURCE: "Survey of Consumer Finances," Federal Reserve Board; and Survey Research Center, University of Michigan. 1941 data is from "Family Spending and Saving During Wartime," BLS Bulletin No. 822, and differs from the Survey of Consumer Finances in definition and methodology.

Automobile Ownership by Occupation, 1956

Occupation of Head of Spending Unit:	PERCENT OWNING			Total
	1 Automobile	2 or More	None	
Professional and Semi-Professional	70%	15%	15%	100%
Managerial	80	13	7	100
Self-Employed	68	20	12	100
Clerical and Sales	58	9	33	100
Skilled and Semi-Skilled	74	9	17	100
Unskilled and Service	44	3	53	100
Farm Operator	70	13	17	100
Retired	45	3	52	100
All Spending Units	61	9	30	100

SOURCE: Survey of Consumer Finances, conducted by the Federal Reserve Board in cooperation with Survey Research Center of the University of Michigan.

49% of Passenger Cars in Use in U. S. Are 4-Door Sedans

Percent Distribution of Passenger Cars in Use by Body Type

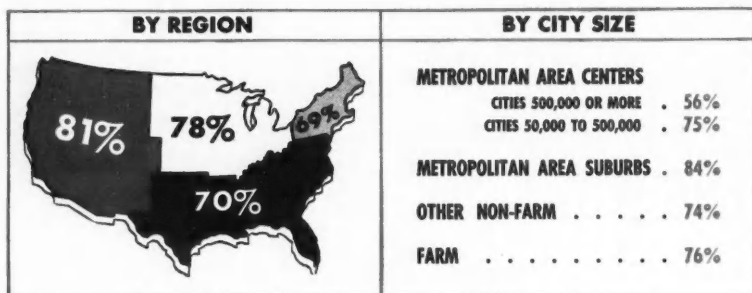
	1954	1955		1954	1955
4-Door Sedans	49.2%	49.3%	Station Wagons	1.5%	2.9%
2-Door Sedans	35.3	33.7	Business Coupes	1.2	1.1
Club Coupes	6.7	6.0	Sports Cars1	.2
Hard Tops	3.2	4.6	Utility Cars6	*
Convertible	2.2	2.2			
			Total	100.0%	100.0%

*No data.

SOURCE: 1954 and 1955 Surveys by Crowell-Collier Publishing Co

Western States Have Highest Car Ownership Rate

Percent of Families Owning Cars



14% of Car Owners in U. S. Have More Than One Car

Percent of Car-Owning Families with More Than One Car

By Income Group	Percent	By Region	Percent
\$10,000 or more	51	East	11
\$7,000 to \$9,999	20	Central	15
\$5,000 to \$6,999	15	South	11
\$4,000 to \$4,999	12	West	20
\$3,000 to \$3,999	10		—
\$2,000 to \$2,999	5	Total U. S.	14
Under \$2,000	4		

Trends in Car Ownership and Multi-Car Ownership

Date of Survey	ALL FAMILIES				CAR OWNING FAMILIES				
	Own 1 or More Cars	Own Only 1 Car	Own More Than 1 Car	Do Not Own A Car	Own More Than 1 Car	Own 2 Cars	Own 3 Cars	Own More Than 3 Cars	Own Only 1 Car
1948	68.3%	65.1%	3.2%	31.7%	4.8%	*	*	*	95.2%
1949	71.3	66.9	4.4	28.7	6.2	*	*	*	93.8
1950	73.1	65.0	8.1	26.9	11.1	10.0%	0.9%	0.2%	88.9
1951	73.4	64.6	8.8	26.6	12.0	11.1	0.8	0.1	88.0
1952	74.0	66.0	8.0	26.0	11.1	10.6	0.4	0.1	88.9
1953	73.0	64.0	9.0	27.0	11.9	10.9	0.9	0.1	88.1
1954	72.9	64.1	8.8	27.1	12.1	10.9	1.1	0.1	87.9
1955	73.5	63.4	10.1	26.5	13.8	12.3	1.3	0.2	86.2

*Not Available.

NOTE: These figures are based on sample surveys and, as is the case in all such surveys, are subject to sampling error. For this reason, minor differences between two figures are not necessarily significant. The general trends shown by the data are valid, however.

SOURCE: Surveys by Crowell-Collier Publishing Co.

46% of Passenger Cars Are Kept Outdoors Overnight

	Own One Car Garage	Own Two Car Garage	Rented Private Garage	Car- port	Apartment House Garage	Public Garage	Parked Outdoors
Cars Bought							
New.....	36%	24%	4%	2%	*	*	31%
Used.....	24	13	3	1	*	*	59
Type of Dwelling							
1 Family.....	35	19	2	2	*	*	42
2 Family.....	20	21	8	*	*	*	50
3-4 Family.....	7	18	12	*	3	*	60
5-19 Family.....	3	3	9	2	6	1	76
20 or More Family.....	2	1	14	2	29	6	46
City Size							
Metropolitan Centers:							
Over 500,000.....	18	13	7	*	2	2	58
50,000-500,000.....	28	17	5	1	2	*	47
Metropolitan Suburbs.....	26	24	4	1	2	*	43
Other Urban.....	36	12	3	3	*	*	46
Farm.....	37	23	*	2	*	*	37
Total Cars.....	29%	18%	4%	2%	*	*	46%

* Less than 0.5%.

SOURCE: 1955 Survey by Crowell-Collier Publishing Co.

Length of Time Previous Car Was Owned

	Owners Whose Previous Car Was Bought NEW	Owners Whose Previous Car Was Bought USED	Total Owners Who Had A Previous Car
Under 1 year.....	5.0%	11.0%	8.7%
1 to 2 years.....	11.8	18.4	16.1
2 to 3 years.....	20.0	23.9*	22.4
3 to 4 years.....	18.1*	15.3	16.3*
4 to 5 years.....	13.1	11.3	12.0
5 to 7 years.....	14.9	9.1	11.3
7 to 10 years.....	6.3	5.5	5.8
10 years or more.....	10.8	5.5	7.4
Total.....	100.0%	100.0%	100.0%

* Median averages fall in groups starred.

SOURCE: 1955 Survey by Crowell-Collier Publishing Co.

35,350,000 Households Own Automobiles

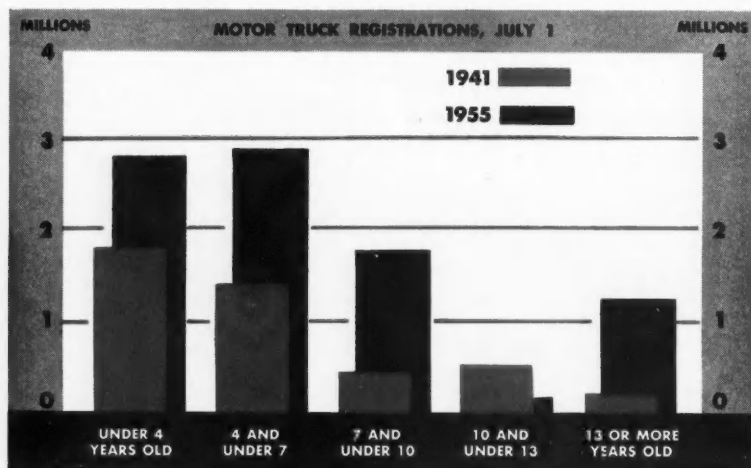
	PERCENT OF HOUSEHOLDS All Households	Car-Owners Households	Number of Households
Households Owning One or More Automobiles.....	72.9%	100.0%	35,350,000
Households Owning Two or More Automobiles.....	11.7	16.1	5,700,000
Households Which Bought Automobile New*.....	36.8	50.5	17,850,000
Households Which Bought Automobile Used*.....	36.1	49.5	17,500,000
Households Which Own 1955-56 Model Car*.....	14.3	19.6	6,900,000
Households Which Own 1953-54 Model Car*.....	18.8	25.8	9,150,000
Households Which Own 1952 or Earlier Model Car*.....	39.8	54.6	19,300,000

NOTE: Total Number of households as of February 1956 estimated at 48,500,000 by Alfred Politz Research, Inc., based on data from the Bureau of the Census.

* Based on latest car owned.

SOURCE: "Survey of U. S. Markets, 1956" conducted in February 1956 by Alfred Politz Research, Inc., sponsored by "Look" Magazine.

14 Percent of Trucks Are Pre-War Models



Motor Trucks in Use by Age Groups, As of July 1

Age in Years ①	1941			1953			1954			1955		
	Number (000)	Percent Simple	Cum.	Number (000)	Percent Simple	Cum.	Number (000)	Percent Simple	Cum.	Number (000)	Percent Simple	Cum.
Under 1....	467	10.4	100.0	441	5.1	100.0	409	4.7	100.0	502	5.5	100.0
1-2.....	552	12.3	89.6	791	9.2	94.9	842	9.6	95.3	690	7.6	94.5
2-3.....	438	9.8	77.3	987	11.4	85.7	786	9.0	85.7	847	9.3	87.0
3-4.....	334	7.5	67.5	1,078	12.5	74.3	967	11.0	76.7	776	8.5	77.7
4-5.....	553	12.3	60.0	906	10.5	61.8	1,055	12.0	65.7	954	10.5	69.1
5-6.....	515	11.5	47.7	919	10.7	51.3	880	10.0	53.7	1,037	11.4	58.7
6-7.....	332	7.4	36.2	723	8.4	40.6	866	9.9	43.6	862	9.5	47.3
7-8.....	249	5.6	28.8	651	7.5	32.2	664	7.6	33.8	832	9.1	37.8
8-9.....	124	2.8	23.2	133	1.5	24.7	594	6.8	26.2	625	6.9	28.7
9-10.....	90	2.0	20.4	57	.7	23.1	115	1.3	19.4	552	6.1	21.8
10-11.....	163	3.6	18.4	21	.2	22.5	47	.5	18.1	107	1.2	15.8
11-12.....	164	3.7	14.8	192	2.2	22.2	17	.2	17.5	43	.5	14.6
12-13.....	202	4.5	11.1	415	4.8	20.0	169	1.9	17.4	15	.2	14.1
13-14.....	103	2.3	6.6	289	3.3	15.2	350	4.0	15.4	148	1.6	13.9
14-15.....	192*	4.3*	4.3*	209	2.4	11.9	238	2.7	11.4	304	3.3	12.3
15-16.....	—	—	—	139	1.6	9.4	168	1.9	8.7	202	2.2	9.0
16-17.....	—	—	—	203	2.4	7.8	108	1.2	6.8	141	1.6	6.8
17-18.....	—	—	—	159	1.8	5.5	154	1.8	5.6	89	1.0	5.2
18-19.....	—	—	—	88	1.0	3.6	116	1.3	3.8	125	1.4	4.2
19 & Older.....	—	—	—	225	2.6	2.6	218	2.5	2.5	261	2.9	2.9
Sub-total....	4,479	100.0	—	8,626	100.0	—	8,764	100.0	—	9,111	100.0	—
Year Not Given....	73	—	—	66	—	—	36	—	—	51	—	—
TOTALS....	4,552	—	—	8,693	—	—	8,800	—	—	9,162	—	—

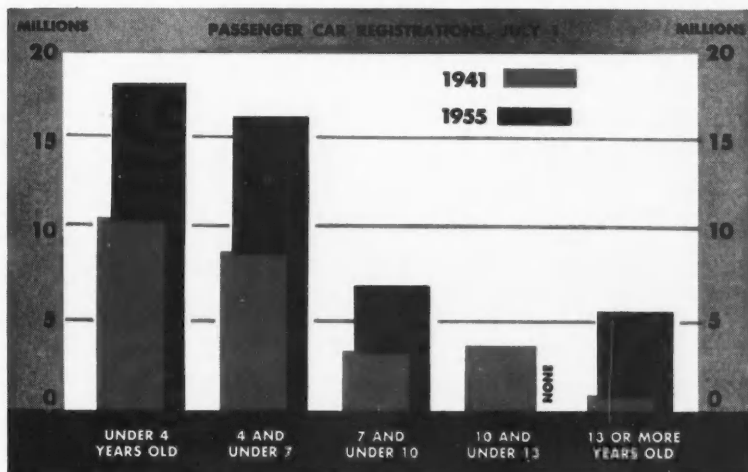
Average Age 5.6 years 6.6 years 6.6 years 6.7 years

* Includes trucks in older age groups.

① Each class interval includes the lower, but not the higher age given.

SOURCE: R. L. Polk and Company.

5.7 Million Passenger Cars Are Over 13 Years Old



Passenger Cars in Use by Age Groups, As of July 1

Age in Years ^①	1941			1953			1954			1955		
	Number (000)	Percent	Cum.	Number (000)	Percent	Cum.	Number (000)	Percent	Cum.	Number (000)	Percent	Cum.
Under 1.....	3,240	11.8	100.0	2,901	6.9	100.0	2,620	5.9	100.0	4,136	8.8	100.0
1-2.....	3,112	11.3	88.2	3,720	8.8	93.1	5,718	12.9	94.1	4,589	9.7	91.2
2-3.....	2,402	8.7	76.8	5,462	13.0	84.3	3,698	8.3	81.2	5,723	12.1	81.5
3-4.....	1,733	6.3	68.1	6,219	14.8	71.3	5,443	12.3	72.8	3,675	7.8	69.3
4-5.....	3,481	12.7	61.8	4,966	11.8	56.5	6,179	13.9	60.5	5,387	11.4	61.5
5-6.....	3,175	11.6	49.2	2,932	7.0	44.7	4,898	11.1	46.6	6,102	12.9	50.1
6-7.....	2,139	7.8	37.7	2,914	6.9	37.8	2,885	6.5	35.5	4,773	10.1	37.2
7-8.....	1,591	5.8	29.8	1,903	4.5	30.8	2,821	6.4	29.0	2,766	5.9	27.0
8-9.....	1,120	4.1	24.1	0	0	26.3	1,822	4.1	22.7	2,608	5.5	21.2
9-10.....	735	2.7	20.0	0	0	26.3	0	0	18.5	1,624	3.4	15.6
10-11.....	1,211	4.4	17.3	0	0	26.3	0	0	18.5	0	0	12.2
11-12.....	1,205	4.4	12.9	799	1.9	26.3	0	0	18.5	0	0	12.2
12-13.....	1,278	4.6	8.5	3,095	7.4	24.4	640	1.4	18.5	0	0	12.2
13-14.....	561	2.0	3.9	2,190	5.2	17.1	2,462	5.6	17.1	464	1.0	12.2
14-15.....	502*	1.8*	1.8*	1,396	3.3	11.9	1,691	3.8	11.5	1,782	3.8	11.2
15-16.....	—	—	—	752	1.8	8.5	1,015	2.3	7.7	1,205	2.6	7.4
16-17.....	—	—	—	1,130	2.7	6.8	517	1.2	5.4	693	1.5	4.9
17-18.....	—	—	—	698	1.7	4.1	746	1.7	4.3	344	.7	3.4
18-19.....	—	—	—	294	.7	2.4	444	1.0	2.6	481	1.0	2.7
19 & Older.....	—	—	—	725	1.7	1.7	699	1.6	1.6	773	1.6	1.6
Sub-total.....	27,485	100.0	—	42,095	100.0	—	44,301	100.0	—	47,123	100.0	—
Year Not Given.....	215	—	—	107	—	—	86	—	—	255	—	—
TOTALS.....	27,700	—	—	42,202	—	—	44,387	—	—	47,378	—	—
Average Age	5.5 years			6.5 years			6.2 years			5.9 years		

* Includes cars in older age groups.

① Each class interval includes the lower, but not the higher age given.

SOURCE: R. L. Polk and Company.

74,686,000 Car, Truck or Bus Drivers in the U.S.

Estimated Total Licenses in Force During 1955		Estimated Total Licenses in Force During 1955		Estimated Total Licenses in Force During 1955	
State		State		State	
Ala.	1,201,515	Mich.	3,195,985	S. D.	415,130
Ariz.	477,722	Minn.	1,797,759	Tenn.	1,425,273
Ark.	743,721	Miss.	688,824	Texas	3,874,834
Calif.	6,631,453	Mo.	2,054,641	Utah	396,291
Colo.	896,288	Mont.	330,662	Vt.	160,237
Conn.	1,108,718	Nebr.	789,552	Va.	1,540,751
Del.	191,694	Nev.	143,393	Wash.	1,251,083
Fla.	1,882,318	N. H.	281,277	W. Va.	808,438
Ga.	1,596,537	N. J.	2,385,533	Wisc.	1,731,150
Idaho	357,325	N. M.	397,291	Wyo.	215,122
Ill.	4,254,313	N. Y.	6,143,862	D. of C.	333,749
Ind.	2,204,688	N. C.	1,720,199		
Iowa	1,365,395	N. D.	318,134	TOTAL 1955	74,685,949
Kans.	1,315,646	Ohio	4,218,899	Total 1954	72,182,560
Ky.	1,138,038	Okla.	1,092,123	Total 1953	69,869,781
La.	1,063,722	Ore.	850,617	Total 1952	66,825,829
Maine	391,231	Penn.	4,640,030	Total 1951	64,443,781
Md.	1,191,856	R. L.	380,421	Total 1950	62,193,495
Mass.	2,002,899	S. C.	1,089,610	Total 1949	59,322,278

SOURCE: Estimated by U. S. Bureau of Public Roads, Table MV-12.

5,740,000 Pre-War Passenger Cars Were Still in Use, July 1, 1955

Passenger Car Registrations by Year Model, as of July 1 Each Year, in Thousands of Units

Year Model	1941	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955
1955	—	—	—	—	—	—	—	—	—	—	4,136
1954	—	—	—	—	—	—	—	—	—	2,620	4,589
1953	—	—	—	—	—	—	—	—	2,901	5,718	5,723
1952	—	—	—	—	—	—	2,858	1,831	3,720	3,698	3,675
1951	—	—	—	—	—	—	5,387	5,462	5,443	5,387	—
1950	—	—	—	—	—	2,989	6,114	6,202	6,219	6,179	6,102
1949	—	—	—	—	2,638	4,935	4,988	4,969	4,966	4,898	4,773
1948	—	—	—	1,673	2,981	3,033	2,964	2,943	2,932	2,885	2,766
1947	—	—	1,367	3,100	3,066	3,052	2,987	2,953	2,914	2,821	2,608
1946	—	448	2,056	2,048	2,047	2,032	1,975	1,942	1,903	1,822	1,624
1942	—	997	1,065	1,012	1,006	999	966	892	799	640	464
1941	3,240	4,107	4,086	4,004	4,005	3,955	3,761	3,456	3,095	2,462	1,782
1940	3,112	3,182	3,113	3,093	3,089	3,033	2,794	2,496	2,190	1,691	1,205
1939	2,402	2,426	2,379	2,345	2,326	2,244	1,996	1,687	1,396	1,015	693
1938	1,733	1,736	1,679	1,662	1,621	1,490	1,244	973	752	517	344
1937	3,481	3,390	3,304	3,186	3,075	2,709	2,126	1,541	1,130	746	481
1936	3,175	2,893	2,790	2,657	2,495	2,074	1,493	996	698	444	773*
1935	2,139	1,675	1,592	1,490	1,335	1,053	688	430	294	699*	—
1934	1,591	1,021	967	886	762	567	1,451*	207	725*	—	—
1933	1,120	607	568	509	435	1,657*	—	768*	—	—	—
1932	735	359	346	317	1,738*	—	—	—	—	—	—
1931	1,211	626	596	1,732*	—	—	—	—	—	—	—
1930	1,205	592	1,377*	—	—	—	—	—	—	—	—
1929	1,278	889*	—	—	—	—	—	—	—	—	—
1928	561	—	—	—	—	—	—	—	—	—	—
1927	502*	—	—	—	—	—	—	—	—	—	—
Not Known	215	185	236	253	112	100	110	99	107	86	255
Total	27,700	25,143	27,521	29,968	32,731	35,922	38,516	39,770	42,202	44,387	47,378

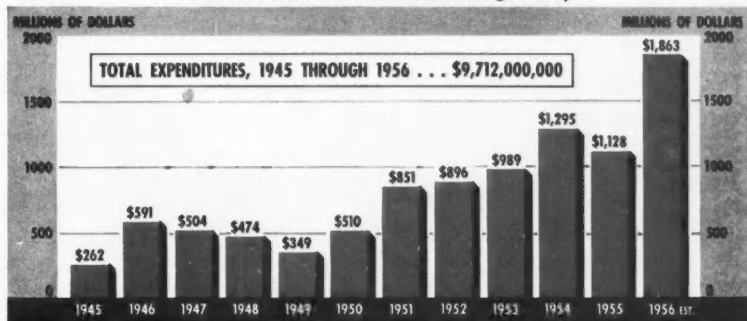
* Includes all earlier year models.

NOTE: Due to technical problems encountered in the compilation of this data, there are some instances where registrations for certain year models are higher in one year than in the previous year.

SOURCE: R. L. Polk and Company.

Expanding Expenditures for New Plants and Equipment

In Motor Vehicle and Parts Manufacturing Industry



SOURCE: U. S. Department of Commerce

Estimated Motor Vehicle Travel in United States by Type of Vehicle in Calendar Year 1954

MOTOR VEHICLE TRAVEL (IN MILLIONS OF MILES):	MOTOR BUSES					
	Pass. Cars ①	Com- mercial	School	All Buses	Total Pass. Vehicles	All Motor Vehicles
Rural Roads						
Main	169,755	1,148	603	1,751	171,506	217,059
Local	76,545	305	488	793	77,338	100,159
Total Rural	246,300	1,453	1,091	2,544	248,844	317,218
Total Urban	204,305	1,743	121	1,864	206,169	243,639
Total Miles	450,605	3,196	1,212	4,408	455,013	560,857
Number of Registered Vehicles ② (in Thousands)	48,413	83	150	233	48,646	58,372
Average Miles per Vehicle	9,308	38,506	8,080	18,918	9,354	10,883
Motor Fuel Consumption:						
Number of Gallons ③ (in Millions)	30,915	639	116	755	31,670	44,211
Average Used per Vehicle	639	7,699	773	3,240	651	1,289
Average Mileage per Gallon of Fuel Consumed	14.58	5.00	10.45	5.84	14.37	8.44

① Includes taxicabs. ② Total fuel consumed differs from that given in Bureau of Public Roads table G-21 because of adjustments to cover estimated amounts used by motorcycles. ③ Registration figures differ slightly from those in Bureau of Public Roads table MV-1 for 1954 because of adjustments for defective classification in a few states and to allow for duplicate registrations.

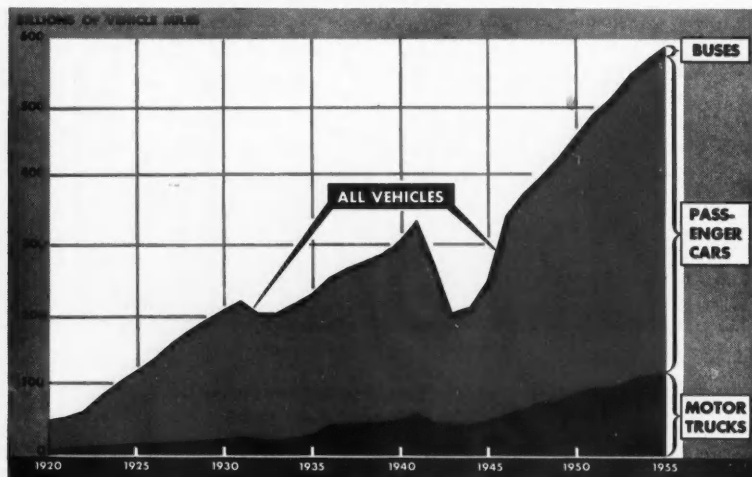
SOURCE: U. S. Bureau of Public Roads, December 1955 Issue of "Public Roads".

1955 Motor Fuel Consumption Was Double 1941

	Private Vehicles (000)	Government- Owned Vehicles (000)	Total (000)		Private Vehicles (000)	Government- Owned Vehicles (000)	Total (000)
1921	3,840,954	94,046	3,935,000	1939	20,170,516	543,836	20,714,352
1922	4,727,721	113,279	4,841,000	1940	21,417,818	583,538	22,001,356
1923	5,938,814	139,186	6,078,000	1941	23,637,867	554,530	24,192,397
1924	7,328,318	168,682	7,497,000	1942	19,472,813	467,074	19,939,887
1925	8,556,558	192,517	8,749,075	1943	15,666,249	336,001	16,002,250
1926	9,848,668	215,283	10,063,951	1944	16,089,547	340,121	16,429,668
1927	11,093,864	237,462	11,331,326	1945	18,797,970	350,998	19,148,968
1928	12,106,219	255,241	12,361,460	1946	25,269,041	379,957	25,648,998
1929	13,858,382	280,919	14,139,301	1947	27,714,492	501,213	28,215,705
1930	14,454,164	299,747	14,753,911	1948	29,908,912	551,729	30,460,641
1931	15,149,145	307,517	15,456,662	1949	31,849,914	581,102	32,431,016
1932	14,012,600	326,551	14,339,151	1950	35,033,776	619,164	35,652,940
1933	13,998,958	349,194	14,348,152	1951	37,478,726	649,625	38,128,351
1934	15,033,999	380,897	15,414,896	1952	39,899,145	686,385	40,585,530
1935	15,919,281	425,416	16,344,697	1953	42,006,508	725,339	42,731,847
1936	17,640,917	458,221	18,099,138	1954	43,576,380	787,085	44,363,465
1937	18,973,418	481,836	19,455,254	1955	46,913,496	817,082	47,730,578
1938	19,110,356	501,287	19,611,643				

SOURCE: U. S. Bureau of Public Roads (table G-21)

Motor Vehicles Traveled 583 Billion Miles in 1955



Annual Total Vehicle-Miles of Travel in United States, In Millions

1921	55,027	1925	122,346	1929	197,720	1933	200,642
1922	67,697	1926	140,735	1930	206,320	1934	215,563
1923	84,995	1927	156,453	1931	216,151	1935	228,568
1924	104,838	1928	172,856	1932	200,517	1936	252,128

RURAL TRAVEL

	Passenger Cars	Buses	Trucks	Total
1936	99,327	1,275	22,076	122,678
1941	134,076	1,515	34,428	170,021
1946	134,193	2,001	34,636	170,830
1951	205,375	2,204	60,843	268,422
1952	222,064	2,470	64,929	289,463
1953	237,567	2,479	68,329	308,375
1954	246,300	2,544	68,374	317,218

URBAN TRAVEL

	Passenger Cars	Buses	Trucks	Total
1936	109,327	1,092	19,031	129,450
1941	141,794	1,307	20,490	163,591
1946	146,444	2,053	21,552	170,049
1951	186,756	1,914	34,001	222,671
1952	188,123	1,864	34,131	224,118
1953	197,784	1,970	36,304	236,058
1954	204,305	1,864	37,470	243,639

RURAL AND URBAN COMBINED

	Passenger Cars	Buses	Trucks	Total
1936	208,654	2,367	41,107	252,128
1941	223,467	2,492	44,151	270,110
1946	224,174	2,508	44,495	271,177
1951	235,629	2,554	47,219	285,402
1952	249,600	2,657	49,932	302,189
1953	275,872	2,822	54,918	333,612
1954	218,318	3,131	45,760	267,209
1943*	161,830	3,366	41,626	206,822
1944*	166,125	3,800	41,739	211,664
1945*	199,280	3,834	45,941	249,055
1946	280,637	4,054	56,188	340,879
1947	300,494	4,254	66,146	370,894
1948	319,743	4,286	73,928	397,957
1949	342,478	4,252	77,731	424,461
1950	363,613	4,081	90,552	458,246
1951	392,131	4,118	94,844	491,093
1952	410,187	4,334	99,060	513,581
1953	435,351	4,449	104,633	544,433
1954	450,605	4,408	105,844	560,857
1955 ①	—	—	—	583,006

AVERAGE MILES PER VEHICLE

	Passenger Cars	Buses	Trucks	Total
1936	8,622	19,033	10,098	8,879
1941	8,767	18,991	10,264	9,027
1946	8,871	18,822	10,383	9,134
1951	8,976	18,392	10,504	9,240
1952	9,080	18,562	10,626	9,347
1953	9,291	19,197	10,743	9,545
1954	7,805	21,013	9,609	8,127
1943*	6,223	21,857	9,028	6,722
1944*	6,499	24,359	8,992	6,972
1945*	7,727	23,521	9,270	8,058
1946	9,948	25,025	9,623	9,964
1947	9,734	24,170	9,947	9,839
1948	9,575	23,293	10,019	9,716
1949	9,401	22,326	9,916	9,547
1950	9,020	20,910	10,776	9,369
1951	9,154	20,820	10,790	9,476
1952	9,378	21,062	10,940	9,690
1953	9,370	18,234	10,927	9,674
1954	9,308	18,918	10,883	9,608
1955 ①	—	—	—	—

*Does not include travel by military vehicles.

① Preliminary.

SOURCE: U.S. Bureau of Public Roads.

83% of Overnight Trips Made by Passenger Car

Method of Transportation	Percent of Total Trips	Number of Persons in Party	
		All Trips	Pleasure Trips Only
Automobile.....	83.3%	2.3	2.6
Train.....	9.0	1.6	1.8
Motor Bus.....	4.9	1.4	1.5
Air.....	6.1	1.2	1.5
Ship.....	0.5	N.A.	N.A.
Total.....	103.8%	2.1	2.5

NOTE: This analysis covers all trips involving an overnight stop away from home and out-of-town.

* Some persons used more than one method of transportation on a trip. N.A.—Not available.

SOURCE: "The American Magazine National Travel Index," Crowell-Collier Publishing Co.

Essential Errands Dominate Usage of Cars By Families of High School Seniors

Trip Purpose	Percent of Cars Used for Purpose in One Week	Average Number of TRIPS MILES Miles per Family per Family Trip (in One Week)			Percent of Total CAR TRIPS CAR MILES	
		Family	Family	per Trip	TRIPS	MILES
Travel To and From Work.....	89.2%	15.2	68.1	4.5	39.4%	30.1%
Making Business Calls.....	26.4	3.3	29.7	8.9	8.7	13.1
Making Deliveries.....	15.6	2.2	3.3	1.5	5.8	1.4
Shopping.....	71.2	2.4	6.1	2.5	6.3	2.7
To and From Doctor, Dentist.....	23.1	.5	2.2	4.6	1.2	1.0
To and From School.....	60.3	5.3	19.7	3.7	13.8	8.7
To and From Church.....	68.5	1.9	5.1	2.6	5.0	2.3
To and From Movies, Sports, etc.....	53.2	1.8	17.8	10.0	4.6	7.9
To and From Restaurants.....	23.7	1.0	3.6	3.5	2.7	1.6
Social Calls.....	55.9	3.6	30.9	8.6	9.3	13.6
Hunting, Fishing, etc.....	13.9	.4	8.5	19.5	1.1	3.8
Vacation Trips.....	8.1	.1	19.2	137.8	.4	8.4
Other.....	—	.7	12.2	18.6	1.7	5.4
Total.....	—	38.6	226.6	5.9	100.0	100.0

NOTE: This data is from a special survey in October, 1955, of high school seniors in Zanesville, Ohio, by the Automobile Manufacturers Association. Since families with high school seniors may differ from all families in ownership and use of vehicles, the data is not intended to be completely representative of all families in the area.

71% of Employees in 5 Plants Use Private Vehicles to Get to Work

Type of Plant	Total Employed	MODE OF TRAVEL TO WORK		DISTANCE TO WORK		Total (Miles)	TRAVEL TIME TO WORK		Total (Minutes)
		By Private Transportation	By Public Transportation	By Private Transportation	By Public Transportation		By Private Transportation	By Public Transportation	
Automobiles.....	6,295	76.6%	23.4%	5.0	2.3	3.9	29	34	30.8
Auto Bodies.....	7,875	65.1	34.9	4.3	3.6	4.0	26	31	28.3
Automobiles.....	59,690	67.8	32.2	5.4	5.2	5.3	28	42	31.9
Steel.....	6,990	92.5	7.5	3.4	4.8	3.4	18	37	19.9
Auto Parts.....	4,825	83.4	16.6	5.3	8.3	4.7	24	55	28.4
Total, 5 Plants	85,675	71.1%	28.9%	5.1	4.9	4.9	27	41	29.9

SOURCE: Detroit Metropolitan Area Traffic Study, 1953.

32% of Women in Car Owning Families Use Cars for Business Purposes

Percent of Families Owning Cars Where Woman of Family Uses Car For:

Shopping.....	73%	Business.....	32%
Social Driving.....	68%	Drive Husband to and from	
Going to Church.....	51%	Station.....	9%
Pickup and Delivery of		Other.....	5%
School Children.....	21%	No Answers.....	15%

Reasons Why Those Planning to Buy a Second Car Are Making Purchase:

Wife to Use at Home.....	26.2%	To Get to Work.....	5.9%
Live in Suburbs.....	13.7%	Both Husband and Wife Drive	
Shopping.....	12.5%	to Work.....	4.8%
For Children to Use.....	8.9%	Need for Business.....	4.8%
Convenience.....	8.9%	Older Car Used for Short Errands.....	4.2%
Take Children to School.....	7.1%	As a Pleasure Car.....	3.6%
For Vacations.....	3.0%	Just for Luxury.....	1.2%
To Carry Materials, Equipment.....	1.8%	As a Sports Car.....	1.2%

SOURCE: "Report No. 46, May, 1956, Reader Consumer Panel," The American Home Magazine.

47% of Car Rentals Take Place at Airports

Percent of "Time" Readers Renting a Car in Past 12 Months..... 13%

Percent Renting Cars:

Once in past 12 months.....	44%
Twice.....	20%
Three times.....	14%
Four or more times.....	22%

Place of Rental:

Airport.....	47%
Train station.....	8%
Other.....	45%

Length of Rental:

One day or less.....	36%
Two to five days.....	37%
One week.....	12%
More than a week.....	15%

Purpose of Rental:

Business only.....	51%
Business and pleasure.....	34%
Pleasure only.....	15%

SOURCE: "The Market for Automotive Products Among TIME Subscribers Families," December, 1955, Time Magazine.

39% of Readers Take Business Trips by Car

	Vacation Trips	Business Trips		Vacation Trips	Business Trips
Automobile.....	62.7%	39.1%	Bus.....	3.3%	2.3%
Train.....	8.0%	8.1%	Ship.....	1.3%	.4%
Air.....	5.8%	6.4%	Total Taking Trips.....	70.1%	45.2%
Percent of Families Owning:			Type of Car Insurance Owned:		
One car.....	72.3%		Personal liability.....	81.2%	
Two cars.....	14.8%		Property damage.....	78.4%	
Three or more cars.....	3.1%		Fire and theft.....	71.0%	
Total Owning Cars.....	90.2%		Collision.....	56.3%	
Total owning trucks.....	13.6%		At least one type.....	86.0%	

SOURCE: "A Study of the American Legion Magazine Audience," February, 1955, The American Legion Magazine.

NOTE: The data on this page represents the results of studies of their readers by various magazines. It should be noted that these readers differ significantly from the total population in income, occupation, place of residence, and other characteristics.

Autos Visiting National Parks Increased 112% Since 1946

17,755,000 Visitors Carried to 24 National Parks by Automobile in 1955

National Parks	NUMBER OF AUTOMOBILES				Number of Passengers
	1941	1945	1946	1955	
Glacier, Montana	55,360	18,977	49,044	198,143	644,904
Rocky Mountain, Colorado	202,758	90,628	224,215	412,470	1,418,319
Yellowstone, Wyo., Mont., Idaho	172,296	52,008	244,766	411,049	1,347,586
Yosemite, California	182,112	67,997	191,883	276,797	959,468
Subtotal, 4 Parks	612,526	229,610	709,908	1,298,459	4,370,277
Percent of 1941	100%	37.5%	115.9%	212%	—
Bryce Canyon, Utah	*	7,756	39,349	72,481	244,931
Crater Lake, Oregon	*	17,326	64,557	96,934	341,141
Grand Canyon, Arizona	*	34,721	146,543	244,234	831,239
Lassen Volcanic, California	*	12,153	30,473	85,686	303,593
Mesa Verde, Colorado	*	2,993	11,898	47,120	160,716
Zion, Utah	*	21,015	64,872	130,560	393,184
Great Smoky Mts., N. C.-Tenn.	*	*	329,110	768,255	2,492,574
Kings Canyon, California	*	*	61,637	155,966	545,885
Mt. Rainier, Washington	*	*	114,556	230,714	828,793
Sequoia, California	*	*	88,713	145,446	509,058
Shenandoah, Virginia	319,203	*	231,775	443,764	1,506,034
Acadia, Maine	*	*	91,205	188,139	653,587
Hawaii, T. H.	*	*	133,585	125,895	416,700
Big Bend, Texas	*	*	2,554	20,388	79,458
Mammoth Cave, Kentucky	*	*	41,594	125,467	376,407
Carlsbad Caverns, New Mexico	*	*	104,871	135,965	455,866
Olympic, Washington	*	*	37,776	229,140	743,902
Platte, Oklahoma	*	*	124,633	325,343	1,138,586
Grand Teton, Wyoming	*	*	39,007	331,230	1,095,059
Wind Cave, South Dakota	*	*	28,381	89,394	267,881
Total, 24 Parks	*	*	2,496,997	5,290,580	17,754,871
Percent of 1946	—	—	100%	212%	—

* Not available.

SOURCE: U. S. Department of the Interior.

10.6% of Adults Took Domestic Trips of 1,000 Miles or More By Automobile in 1955

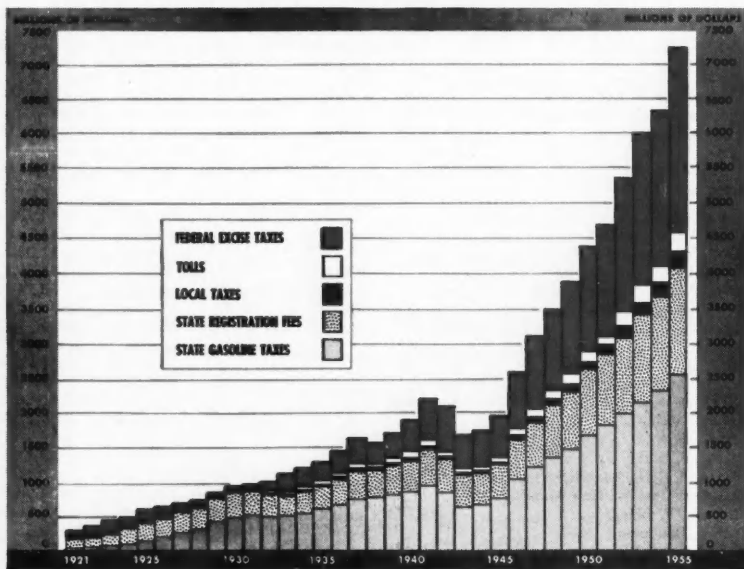
Individuals 15 Years of Age Or Older

	DOMESTIC TRIPS ^① (1000 Miles or More)			FOREIGN TRIPS Canada and Mexico Only			TRIPS All Foreign Trips ^②		
	Number Taking Trips (000)	Percent of All Adults	Adults Taking Trips	Number Taking Trips (000)	Percent of All Adults	Adults Taking Trips	Number Taking Trips (000)	Percent of All Adults	Adults Taking Trips
Leaving ^③									
Airplane	2,000	1.8%	11.6%	350	.3%	5.4%	1,150	1.0%	15.2%
Automobile	12,050	10.6	69.6	5,400	4.7	83.1	5,400	4.7	71.5
Boat	300	.3	1.7	150	.1	2.3	400	.3	5.3
Bus	1,100	1.0	6.4	200	.2	3.1	200	.2	2.6
Train	2,000	1.8	11.6	350	.3	5.4	350	.3	4.6
Other	250	.2	1.4	50	.1	.8	50	.1	.7
Returning ^③									
Airplane	2,300	2.0%	13.3%	450	.4%	6.9%	1,150	1.0%	15.2%
Automobile	11,750	10.3	67.9	5,200	4.5	80.0	5,200	4.5	68.8
Boat	300	.3	1.7	200	.2	3.1	550	.5	7.3
Bus	1,050	.9	6.1	200	.2	3.1	200	.2	2.6
Train	1,950	1.7	11.3	400	.3	6.2	400	.3	5.3
Other	250	.2	1.4	50	.1	.8	50	.1	.7
Total Individuals									
Taking Trips ^①	17,300	15.2%	100%	6,500	5.7%	100%	7,550	6.6%	100%

① A domestic trip is defined as one of 1,000 miles or longer, one way, within the United States. ② "All Foreign Trips" included trips to Canada and Mexico. ③ For domestic trips, the data refers to method of transportation used leaving and returning home; for foreign trips, the data refers to method of transportation used when leaving and returning to the U. S. ④ The sum of the data shown for the different methods of transportation exceeds this total because some individuals considered two or more methods of transportation as equal in importance.

SOURCE: "Survey of U. S. Markets, 1956," conducted in February, 1956 by Alfred Politz Research, Inc., sponsored by "Look" Magazine.

1955 Special Motor Vehicle Taxes \$7.3 Billion



	State Gross Registration Receipts ⁽¹⁾ (000)	State Gasoline Tax Net ⁽¹⁾ (000)	Special City & County Taxes ⁽²⁾ (000)	Bridge, Tunnel, Ferry, Road Tolls ⁽³⁾ (000)	Sub-total of Preceding Columns (000)	Federal Excise Taxes ⁽⁴⁾ (000)	Total Special Taxes (000)
1930.....	\$ 355,580	\$ 494,683	\$ 12,470	\$ 62,000	\$ 924,733	—0—	\$ 924,733
1931.....	344,313	537,589	13,696	65,000	960,598	—0—	960,598
1932.....	325,104	514,139	15,570	60,000	914,813	\$ 75,356	990,169
1933.....	301,314	519,403	15,460	60,000	896,177	230,649	1,126,826
1934.....	316,734	566,642	16,714	64,000	964,110	235,743	1,199,853
1935.....	335,401	619,677	19,822	68,000	1,042,900	256,671	1,299,571
1936.....	374,920	691,420	22,025	73,000	1,161,365	297,142	1,458,507
1937.....	415,829	761,996	23,539	78,000	1,279,366	326,515	1,605,881
1938.....	405,246	771,764	26,490	78,700	1,282,200	267,959	1,550,159
1939.....	430,549	821,656	29,807	87,400	1,369,412	324,012	1,693,424
1940.....	457,091	870,136	33,260	96,100	1,456,587	416,394	1,872,981
1941.....	511,242	957,312	38,360	106,000	1,612,914	572,759	2,185,673
1942.....	470,864	844,855	37,637	87,000	1,440,356	626,055	2,066,411
1943.....	449,724	659,125	34,722	70,000	1,213,571	445,814	1,659,385
1944.....	445,620	680,950	32,878	72,000	1,231,448	486,097	1,717,545
1945.....	467,589	783,691	33,693	84,000	1,368,973	556,963	1,925,936
1946.....	551,318	1,064,681	42,822	113,000	1,771,821	798,406	2,570,227
1947.....	646,097	1,206,305	59,038	124,000	2,035,440	1,039,373	3,074,813
1948.....	755,183	1,350,028	79,597	134,000	2,318,808	1,154,370	3,473,178
1949.....	833,639	1,474,508	92,699	143,000	2,543,846	1,280,663	3,824,509
1950.....	948,333	1,667,229	107,328	157,000	2,879,890	1,479,471	4,359,361
1951.....	1,054,136	1,812,624	121,693	168,000	3,156,453	1,547,775	4,704,228
1952.....	1,133,507	1,967,831	157,000	206,000	3,464,338	1,866,972	5,331,310
1953.....	1,249,928	2,155,110	183,000	221,000	3,809,038	2,183,486	5,992,524
1954.....	1,334,140	2,305,759	216,000	244,000	4,099,899	2,203,618	6,303,517
1955.....	1,482,648	2,543,045	250,000	285,000	4,560,693	2,735,636	7,296,329

These are special taxes on the motor vehicle users. Income and property taxes on motor vehicle, body, parts and tire factories, garages, dealers, repair shops, terminal and truck, taxicab and bus operating companies are not included.

(1) U. S. Bureau of Public Roads. Registration receipts include special motor carrier fees.

(2) Estimated from data compiled by the Board of Investigation and Research. Includes parking meter revenues.

(3) Estimated by Automobile Manufacturers Association from various special surveys by the U. S. Bureau of Public Roads. Includes both private and public toll facilities.

(4) Bureau of Internal Revenue and U. S. Bureau of Public Roads.

1955 Special Truck Taxes Total \$1,936,000,000



Personal property taxes on trucks in operation, income and property taxes on garages, terminals, repair shops, and trucking companies are not included.

In Thousands of Dollars

	State Registra- tion Fees ①	State Motor Carrier & Trailer Fees ②	State Gasoline Tax ③	Special City & County Taxes ④	Bridge, Tunnel, Ferry, Road Tolls ⑤	Sub-Total of Preceding Columns	Federal Excise Taxes ⑥	Total Special Taxes
1934....	\$ 78,988	\$ 12,195	\$116,827	\$ 2,290	\$14,700	\$ 225,000	\$ 49,986	\$ 274,986
1935....	84,186	15,524	135,014	2,775	15,600	253,099	56,609	309,708
1936....	95,047	19,233	156,118	3,128	16,800	290,326	67,182	357,508
1937....	104,790	21,791	180,095	3,366	17,900	327,942	74,619	402,561
1938....	101,885	22,088	184,932	3,788	18,100	330,793	66,096	396,889
1939....	107,968	24,582	205,009	4,292	21,000	362,851	78,394	441,245
1940....	111,891	26,504	223,581	4,756	24,000	390,732	101,953	492,685
1941....	124,815	31,450	241,714	5,409	26,500	429,888	142,878	572,766
1942....	117,849	32,799	216,298	5,307	21,700	393,953	161,752	555,705
1943....	116,136	34,422	206,672	5,104	17,500	379,834	138,325	518,159
1944....	118,358	36,427	219,890	4,932	18,000	397,607	163,213	560,820
1945....	129,326	39,884	242,966	5,323	21,000	438,499	186,501	625,000
1946....	160,911	43,333	284,003	7,237	28,250	523,734	242,285	766,019
1947....	197,801	50,928	305,023	10,273	31,000	595,025	294,274	889,299
1948....	235,315	58,960	349,871	14,168	33,500	691,814	362,207	1,054,021
1949....	251,298	60,662	379,951	16,130	35,750	743,791	318,460	1,062,251
1950....	283,110	68,924	429,986	18,246	39,250	839,516	345,322	1,184,838
1951....	312,379	77,868	490,920	20,638	42,000	943,805	370,924	1,314,729
1952....	346,095	97,830	514,442	26,000	51,000	1,035,365	431,626	1,466,993
1953....	388,003	107,884	635,857	30,000	55,000	1,216,744	483,307	1,700,051
1954....	408,456*	120,571	666,966	35,000	61,000	1,291,931	473,786	1,765,717
1955....	444,220	133,109	722,848	40,000	71,000	1,411,177	524,574	1,935,751

* The data shown here for state registration fees and for state motor carrier and trailer fees may not be strictly comparable with previous years. The sum of the two amounts, however, is comparable with totals for previous years.

① Includes truck share of miscellaneous receipts. Based on data from U. S. Bureau of Public Roads.

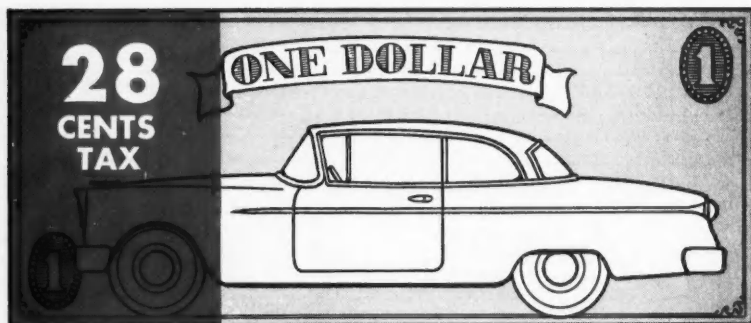
② Estimated payments of motor carrier fees paid by buses have been deducted. Based on data from U. S. Bureau of Public Roads.

③ Estimated from data of U. S. Bureau of Public Roads and American Petroleum Institute.

④ Estimated by Automobile Manufacturers Association.

⑤ Estimated from data of U. S. Bureau of Internal Revenue.

Taxes Take 28 Cents Out of Every Automobile Dollar



\$560 Tax In A \$2,000-Car Delivered In 1955 To a Resident of Michigan

	Total Taxes Per Car	Taxes Per Auto Sales Dollar, in Cents
1. Estimated taxes accrued on materials, parts and their transportation prior to receipt by automobile manufacturer	\$158.00	7.9
2. Estimated income and other taxes paid by automobile manufacturer, exclusive of Federal excise tax	150.00	7.5
3. Federal excise taxes on car, including radio and heater	146.00	7.3
4. Dealer's property, income and other taxes	34.81	1.7
5. Michigan sales tax	57.85	2.9
6. License plate and title on car	12.75	.6
7. Federal excise and state sales tax on 5 gallons gas and 6 quarts oil42	—
Total taxes on new car, ready for use	\$559.83	27.9

SOURCE: Estimated by Automobile Manufacturers Association.

1955 Federal Automotive Excise Taxes by States

In Thousands of Dollars	Auto- mobiles	Trucks, Buses, & Trailers	Parts & Access- ories	Tires and Tubes	Motor Fuel ^①	Lubri- cating Oil	Total Excise Taxes
Alabama.....	\$ 18,263	\$ 3,413	\$ 2,211	\$ 2,627	\$ 15,114	\$ 756	\$ 42,384
Arizona.....	6,702	1,405	992	1,179	6,783	339	17,400
Arkansas.....	8,906	2,628	1,357	1,612	9,275	464	24,242
California.....	119,637	13,931	12,685	15,074	86,726	4,336	252,389
Colorado.....	11,126	2,011	1,457	1,732	9,964	498	26,788
Connecticut.....	19,023	1,430	1,925	2,288	13,162	658	38,486
Delaware.....	4,121	544	381	453	2,607	130	8,236
Florida.....	35,119	4,439	3,419	4,062	23,372	1,169	71,580
Georgia.....	25,042	4,237	3,034	3,605	20,741	1,037	57,696
Idaho.....	4,361	1,080	632	751	4,320	216	11,360
Illinois.....	82,804	6,272	7,383	8,773	50,473	2,524	158,229
Indiana.....	41,314	4,568	4,336	5,153	29,645	1,482	86,498
Iowa.....	19,457	2,644	2,522	2,997	17,245	862	45,727
Kansas.....	17,839	2,619	1,989	2,364	13,601	680	39,092
Kentucky.....	15,470	2,569	2,104	2,500	14,384	719	37,746
Louisiana.....	18,194	3,434	2,063	2,451	14,101	705	40,948
Maine.....	5,424	977	810	962	5,536	277	13,986
Maryland.....	21,302	1,776	2,060	2,448	14,084	704	42,374
Massachusetts.....	31,921	2,188	3,412	4,054	23,325	1,166	66,066
Michigan.....	92,082	6,469	6,444	7,657	44,054	2,203	158,909
Minnesota.....	23,253	2,763	2,732	3,247	18,681	934	51,610
Mississippi.....	11,105	3,056	1,532	1,821	10,475	524	28,513
Missouri.....	32,107	4,047	3,958	4,703	27,057	1,353	73,225
Montana.....	4,859	1,337	650	773	4,446	222	12,287
Nebraska.....	10,713	1,846	1,428	1,696	9,760	488	25,931
Nevada.....	2,168	415	355	422	2,428	121	5,909
New Hampshire.....	4,141	517	477	567	3,261	163	9,126
New Jersey.....	46,448	3,598	5,007	5,950	34,230	1,712	96,945
New Mexico.....	5,480	1,355	898	1,066	6,131	307	15,237
New York.....	114,061	7,995	9,251	10,993	63,249	3,163	208,712
North Carolina.....	23,736	3,969	3,411	4,054	23,324	1,166	59,660
North Dakota.....	3,962	791	546	648	3,730	187	9,864
Ohio.....	79,728	6,670	7,841	9,318	53,608	2,680	159,845
Oklahoma.....	16,951	3,185	2,147	2,552	14,682	734	40,251
Oregon.....	14,625	2,500	1,637	1,945	11,192	560	32,459
Pennsylvania.....	83,245	7,165	7,973	9,474	54,509	2,725	165,091
Rhode Island.....	5,846	497	654	778	4,474	224	12,473
South Carolina.....	10,819	1,594	1,699	2,019	11,615	581	28,327
South Dakota.....	4,332	809	595	708	4,071	204	10,719
Tennessee.....	21,356	2,954	2,564	3,047	17,531	877	48,329
Texas.....	77,243	12,730	9,045	10,749	61,841	3,092	174,700
Utah.....	4,898	873	693	824	4,740	237	12,265
Vermont.....	2,632	478	331	394	2,265	113	6,213
Virginia.....	24,353	3,196	3,051	3,625	20,857	1,043	56,125
Washington.....	16,032	2,486	2,251	2,675	15,389	769	39,602
West Virginia.....	9,873	1,566	1,271	1,510	8,689	434	23,343
Wisconsin.....	27,173	2,675	3,041	3,613	20,789	1,039	58,330
Wyoming.....	2,690	747	451	536	3,082	154	7,660
Dist. of Columbia.....	6,240	411	591	703	4,041	202	12,188
Continental U. S.....	\$1,288,176	\$150,859	\$137,296	\$163,152	\$938,659	\$46,933	\$2,725,075
Alaska.....	1,162	182	207	246	1,418	71	3,286
Hawaii.....	3,889	312	328	390	2,244	112	7,275
Total.....	\$1,293,227	\$151,353	\$137,831	\$163,788	\$942,321	\$47,116	\$2,735,636

NOTE: Both the highway-user portion of total taxes paid and the distribution by States were estimated by the Bureau of Public Roads, based on U. S. Bureau of Internal Revenue collections. Amounts paid on U. S. Government purchases, as estimated by the Bureau of Public Roads, have been excluded.

①Includes \$24,523,000 from tax on special fuels used on the highways.

SOURCE: Estimated by U. S. Bureau of Public Roads, Tables E-7 and E-8.

1955 State Sales Taxes on Auto Products \$584 Million

In Thousands of Dollars	Passenger Cars	Trucks	Used Cars & Trucks	Parts & Accessories	Tires & Tubes	Lubricating Oil	Gasoline	Total
Alabama.....	\$ 2,238	\$ 561	\$ 1,212	\$ 1,795	\$ 1,163	\$ 364	—	\$ 7,333
Arizona.....	1,736	484	908	477	317	219	—	4,141
Arkansas.....	2,179	863	—	660	511	295	—	4,508
California.....	47,205	7,195	22,239	10,674	6,394	3,911	—	97,618
Colorado.....	2,772	675	1,468	848	577	312	—	6,652
Connecticut.....	6,836	691	3,389	1,598	923	621	—	14,058
Delaware.....	53	9	37	6	4	6	29	144
Florida.....	—	—	—	2,786	1,687	1,167	—	5,640
Georgia.....	9,174	2,067	4,902	2,137	1,399	1,012	7,897	28,588
Illinois.....	24,784	2,532	12,301	4,697	2,758	1,986	15,520	64,578
Indiana.....	2,452	364	1,272	507	322	233	1,839	6,989
Iowa.....	5,287	969	①	1,545	991	603	4,501	13,896
Kansas.....	3,300	653	1,526	1,205	831	432	—	7,947
Louisiana.....	4,484	1,137	①	1,094	726	453	—	7,894
Maine.....	1,316	320	715	371	247	175	—	3,144
Maryland.....	②	②	②	1,079	652	445	—	2,176
Michigan.....	32,535	3,070	16,321	5,371	3,125	2,069	16,657	79,148
Mississippi.....	2,724	1,006	1,595	1,098	801	495	4,046	11,765
Missouri.....	7,749	1,313	4,037	1,713	1,143	850	—	16,805
Nevada.....	562	143	289	142	95	68	—	1,299
New Mexico.....	1,380	455	769	391	274	194	—	3,463
New York City③.....	12,586	910	4,951	2,676	1,519	727	6,063	29,432
North Carolina.....	8,636	1,927	—	2,478	1,597	1,126	—	15,764
North Dakota.....	978	265	532	355	272	129	—	2,531
Ohio.....	28,276	3,180	14,331	6,081	3,530	2,535	—	57,933
Oklahoma.....	4,181	1,059	2,252	1,179	828	469	—	9,968
Pennsylvania.....	9,999	1,161	5,000	2,148	1,292	887	—	20,487
Rhode Island.....	1,405	161	701	357	207	142	—	2,973
South Carolina.....	3,344	779	2,074	1,349	848	565	—	9,589
South Dakota.....	1,067	270	575	374	267	130	—	2,683
Tennessee.....	6,725	1,252	3,516	1,746	1,147	722	—	15,108
Utah.....	1,252	301	645	386	249	171	—	3,004
Virginia.....	587	104	306	143	90	66	469	1,765
Washington.....	7,801	1,584	3,818	2,475	1,573	928	—	18,179
West Virginia.....	590④	126④	319④	794	532	344	—	2,705
Wyoming.....	669	250	387	200	150	98	—	1,754
District of Columbia.....	1,501	133	734	226	128	126	—	2,846

Total.....\$248,993 \$37,969 \$113,121 \$63,161 \$39,169 \$25,075 \$57,021 \$584,509

① In Iowa, used cars acquired as trade-ins are taxed only on excess of selling price over trade-in allowance. In Louisiana, used motor vehicles are exempt from sales tax.

② Kentucky and Texas have no sales tax, but impose special taxes on motor vehicles at time of issuance of certificate of title. Maryland and West Virginia exempt motor vehicles from state sales tax, but impose an excise or privilege tax on motor vehicles when issuing certificate of title. These special titling taxes similar to sales taxes are omitted from the above table, but are included in table on state motor vehicle fees and gasoline taxes. West Virginia motor vehicle sales are also subject to 1/2 of 1% business and occupational tax, estimates for which are included in this table.

③ Lubricating oil is exempt from sales tax in Alabama but there is a special excise tax on lubricating oil of 2 cents per gallon, included in this table.

④ Gasolines exempt from general sales tax in most states.

⑤ There is no state sales tax in New York. However, New York City levies a 3% sales tax. Since this amounts to a very sizable sum, New York City sales tax receipts have been estimated here for the various automotive categories.

NOTE: No attempt has been made to estimate sales taxes on other automotive products and services such as repairs second hand parts, garaging, lubricants other than oil, etc.

SOURCE: Estimated by Automobile Manufacturers Association.

\$2,735,636,000 in Federal Excise Taxes Paid by Motorists, 1955

Gasoline	Oil	Tires & Tubes	Automobiles & Motorcycles	Trucks	Parts & Accessories	Total
①	①	①	①	①	①	
1944.....236,587,219	24,644,502	47,731,020	1,559,803	10,120,187	37,400,000	486,097,168*
1945.....275,745,139	26,719,490	64,824,856	1,664,981	11,806,899	48,700,000	556,962,648*
1946.....369,246,000	34,199,000	158,723,886	111,658,900	42,517,572	81,111,431	798,405,301*
1947.....400,031,000	35,090,000	170,061,000	244,332,000	74,969,000	114,888,000	1,039,373,000*
1951.....552,316,000	45,108,000	146,136,000	577,884,000	105,967,000	120,364,000	1,547,775,000
1952.....800,755,000	48,045,000	134,429,000	601,092,000	108,400,000	174,251,000	1,866,972,000
1953† 776,144,000	45,625,000	148,218,000	905,250,000	163,295,000	144,954,000	2,183,486,000
1954.....873,416,000	43,671,000	143,163,000	881,140,000	123,609,000	138,619,000	2,203,618,000
1955.....992,321,000	47,116,000	163,788,000	1,293,227,000	151,353,000	137,831,000	2,735,636,000

* Includes Federal motor vehicle use tax 1944—128,054,437; 1945—124,501,283; 1946—848,532; 1947—2,000.

† Totals for 1953 are not comparable with totals for prior years. Reports and payments to the Bureau of Internal Revenue were previously made monthly, but in 1953 this was changed to quarterly. Hence 1953 collections were considerably lower than the accrued tax liability, since a large portion of October-December excise taxes were collected in 1954.

① Highway Users' Share; also includes tax paid on highway diesel fuel in following amounts: 1951—\$180,000; 1952—\$14,683,000; 1953—\$15,733,000; 1954—\$23,219,000.

② Estimated amounts paid on U.S. Government purchases are excluded

SOURCE: U.S. Bureau of Public Roads.

Special State Taxes on Motor Trucks by States, 1955

State	State Regis- tration Fees ⁽¹⁾ (000)	State Gasoline Taxes (000)	Total (000)	State	State Regis- tration Fees ⁽¹⁾ (000)	State Gasoline Taxes (000)	Total (000)
Ala.....	\$ 4,584	\$17,359	\$ 21,943	N.J.....	\$18,236	\$12,767	\$31,003
Ariz.....	5,364	5,649	11,013	N.M.....	4,001	6,481	10,482
Ark.....	5,237	15,208	20,445	N.Y.....	42,121	25,144	67,265
Calif.....	71,705	65,533	137,238	N.C.....	15,789	24,346	40,135
Colo.....	7,168	12,759	19,927	N.D.....	3,205	6,955	10,160
Conn.....	4,680	7,048	11,728	Ohio.....	44,210	26,096	70,306
Del.....	1,620	2,065	3,685	Okla.....	9,828	21,426	31,254
Fla.....	12,323	20,860	33,183	Ore.....	14,665	12,101	26,766
Ga.....	3,222	19,403	22,625	Pa.....	25,663	34,537	60,200
Idaho.....	3,780	7,109	10,889	R.I.....	1,428	1,988	3,416
Ill.....	35,995	25,377	61,372	S.C.....	3,997	12,054	16,051
Ind.....	12,819	15,536	28,355	S.D.....	3,795	5,497	9,292
Iowa.....	15,484	15,378	30,862	Tenn.....	12,087	21,040	33,127
Kan.....	8,053	15,895	23,948	Texas.....	37,943	43,647	81,590
Ky.....	7,052	18,664	25,716	Utah.....	2,735	4,066	6,801
La.....	6,479	17,370	23,849	Vt.....	2,358	1,996	4,354
Maine.....	3,403	5,709	9,112	Va.....	7,852	16,503	24,355
Md.....	5,947	9,894	15,841	Wash.....	12,769	17,716	30,485
Mass.....	7,432	11,162	18,594	W.Va.....	6,248	8,538	14,786
Mich.....	26,008	24,098	50,106	Wisc.....	16,111	14,969	31,080
Minn.....	9,225	15,331	24,556	Wyo.....	2,763	3,371	6,134
Miss.....	4,865	15,922	20,787	D. of C.....	2,141	1,472	3,613
Mont.....	11,722	11,905	23,627				
Neb.....	5,849	11,896	17,745	Total by States.....	\$577,329	\$722,848	\$ 1,300,177
Nev.....	1,804	1,657	3,461	Grand Total			
N.H.....	2,062	2,537	4,599	Truck Taxes ⁽¹⁾			\$1,935,751,000

⁽¹⁾ Includes estimated truck share of miscellaneous receipts, commercial trailer registration fees and estimated truck share of motor carrier tax receipts. Due to difficulty in obtaining figures broken down by states, the following taxes and tolls on trucks have not been included above: city and county registration fees and gasoline taxes; bridge, ferry, tunnel and road tolls; and Federal excise taxes on sales of gas and oil, trucks, parts, accessories, tires and tubes. With these taxes included, the U. S. truck toll in 1955 is \$1,935,751,000.

SOURCE: Bureau of Public Roads (Tables MV-2 and G-1). Motor truck portion estimated by Automobile Manufacturers Association.

Federal Taxes on Motor Vehicles and Related Products

Year	Auto- mobiles	Trucks	Parts and Accessories	FUEL, PER GAL. Gasoline Diesel	Lubricating Oil Per Gal.	Tires ⁽¹⁾	Tubes ⁽¹⁾	Use of Motor Vehicles
1917 ⁽¹⁾ ...	3%	3%	—	—	—	—	—	—
1918.....	3%	3%	—	—	—	—	—	—
1919 ⁽²⁾ ...	3%-5%	3%	5%	—	—	5%	5%	—
1920-1925	5%	3%	5%	—	—	5%	5%	—
1926 ⁽³⁾ ...	5%-3%	3%	5%	—	—	5%	5%	—
1927.....	3%	—	—	—	—	—	—	—
1928 ⁽⁴⁾ ...	3%	—	—	—	—	—	—	—
1929-1931	—	—	—	—	—	—	—	—
1932 ⁽⁵⁾ ...	3%	2%	2%	1¢	4¢	2½¢	4¢	—
1933 ⁽⁶⁾ ...	3%	2%	2%	1¢-1½¢	4¢	2½¢	4¢	—
1934-1939	3%	2%	2%	1¢	4¢	2½¢	4¢	—
1940 ⁽⁷⁾ ...	3%-3½%	2%-2½%	2%-2½%	1¢-1½¢	4¢-4½¢	2½¢-2½¢	4¢-4½¢	—
1941 ⁽⁸⁾ ...	3½%-7%	2½%-5%	2½%-5%	1½¢	4½¢	2½¢-5¢	4½¢-9¢	—
1942 ⁽⁹⁾ ...	7%	5%	5%	1½¢	4½¢-6¢	5¢	9¢	\$7.09 ⁽¹⁰⁾
1943-1945	7%	5%	5%	1½¢	6¢	5¢	9¢	5.00
1946.....	7%	5%	5%	1½¢	6¢	5¢	9¢	—
1947-1950	7%	5%	5%	1½¢	6¢	5¢	9¢	—
1951 ⁽¹¹⁾ ...	7%-10%	5%-8%	5%-8%	1½¢-2¢	2¢	6¢	9¢	—
1952-1955	10%	8%	8%	2¢	2¢	6¢	9¢	—
1956 ⁽¹²⁾ ...	10%	10%	8%	3¢	3¢	8¢	9¢	—

⁽¹⁾ Revenue Act of 1917—Effective October 4, 1917. ⁽²⁾ Revenue Act of 1918—Effective February 24, 1919.

⁽³⁾ Revenue Act of 1926—repealed tax on motor trucks, tires, parts and accessories, effective February 26, 1926,

and reduced tax on automobiles to 3%, effective March 29, 1926. ⁽⁴⁾ Repealed May 29, 1928. ⁽⁵⁾ Revenue

Act of 1932—Effective June 7, 1932. ⁽⁶⁾ Tax on gasoline increased to 1½¢ per gallon on June 17, 1933, and

reverted to 1¢ on January 1, 1934. ⁽⁷⁾ Revenue Act of 1940—Effective July 1, 1940. ⁽⁸⁾ Revenue Act of 1941—

Effective October 1, 1941. ⁽⁹⁾ Effective November 1, 1942.

⁽¹⁰⁾ Effective February 1, 1942. In 1942 a tax of \$2.09 per vehicle was collected for the unexpired five months of the

fiscal year ending June 30, 1942. Thereafter the tax was \$5.00 per vehicle for each fiscal year.

⁽¹¹⁾ Tires and tubes were subject to the tax on automobiles, parts, or accessories under the revenue acts of 1918, 1921,

and 1924 but the Revenue Act of 1932 was the first to impose a separate tax upon them. Since 1932 the tax has

been imposed on a poundage basis. On new vehicle sales the rates applying to complete vehicles were computed

on value of tires and deducted to avoid double taxation on tires.

⁽¹²⁾ Repealed, effective July 1, 1946. ⁽¹³⁾ Revenue Act of 1951—Effective November 1, 1951.

⁽¹⁴⁾ The "Highway Revenue Act of 1956" raised the rates on certain automotive products and imposed a new tax on

others, effective July 1, 1956. The new excises are: Tread rubber, 3 cts a lb.; use on public highways of truck

combinations over 26,000 G.C.W., \$1.50 a year for each 1,000 lbs. taxable gross weight paid by registrant.

State Motor Vehicle Fees and Gasoline Taxes

State	Registration Fees Including Special Motor Carrier Taxes			Gasoline Taxes			State Gasoline Tax Rate per Gal. 8/1/56
	1941 (000)	1954 (000)	1955 (000)	1941 (000)	1954 (000)	1955 (000)	
Ala.	\$ 6,853	\$ 8,713	\$ 9,993	\$18,401	\$45,070	\$54,954	7¢
Ariz.	1,577	7,415	7,991	5,362	15,719	17,298	5¢
Ark.	3,939	10,870	11,754	13,219	30,187	32,040	6.5¢
Calif.	35,815	186,751	206,984	58,094	243,226	263,654	6¢
Colo.	3,812	10,342	14,039	8,833	27,774	30,195	6¢
Conn.	8,586	14,420	16,754	11,804	24,865	32,194	6¢
Del.	1,456	3,592	3,515	2,504	5,845	6,434	5¢
Fla.	9,890	34,241	39,520	30,397	78,950	87,849	7¢
Ga.	3,061	7,060	7,974	26,086	58,283	65,843	6.5¢
Idaho	1,615	5,231	5,904	5,218	12,609	13,389	6¢
Ill.	26,567	70,985	75,778	45,261	114,504	125,249	5¢
Ind.	13,040	31,376	33,327	29,244	55,539	59,575	4¢
Iowa	14,646	38,210	40,473	15,400	40,976	47,986	6¢
Kans.	6,372	16,592	18,857	11,389	32,148	33,834	5¢
Ky.	6,517	16,809	19,078	16,180	46,728	49,445	7¢
La.	3,635	10,684	11,840	21,562	46,761	50,425	7¢
Maine	4,456	7,590	8,127	6,654	16,130	18,416	7¢
Md.	7,830	23,165	27,765	13,070	39,419	42,654	6¢
Mass.	8,043	16,744	23,871	22,536	53,774	54,842	5¢
Mich.	27,787	58,509	64,631	35,504	89,540	114,816	6¢
Minn.	19,577	30,334	32,996	19,055	43,798	46,694	5¢
Miss.	3,672	9,084	9,974	13,753	35,712	37,665	7¢
Mo.	12,655	27,144	30,646	14,451	37,346	39,889	3¢
Mont.	1,863	6,505	7,100	5,471	13,345	16,194	7¢
Nebr.	3,227	9,690	11,762	12,357	28,935	30,115	6¢
Nev.	722	2,724	3,435	1,708	5,227	6,096	6¢
N. H.	3,295	5,825	5,459	3,716	7,700	8,060	5¢
N. J.	24,453	53,763	59,438	26,306	53,613	67,192	4¢
N. Mex.	2,485	7,986	8,974	5,102	16,914	18,575	6¢
N. Y.	54,004	119,105	132,187	74,520	118,424	123,063	6¢
N. Car.	10,361	27,199	29,399	31,931	79,999	87,059	7¢
N. Dak.	2,071	7,189	8,298	3,625	8,525	11,481	6¢
Ohio	34,106	82,423	85,403	58,113	123,232	133,412	5¢
Okla.	7,115	27,575	30,751	18,976	46,908	49,775	6.5¢
Ore.	6,080	23,826	25,645	13,011	30,669	32,691	6¢
Penn.	41,333	66,703	71,037	64,872	137,451	140,741	6¢
R. I.	3,438	6,076	6,082	4,275	8,333	9,057	4¢
So. Car.	3,045	7,569	7,981	16,060	40,403	42,959	7¢
So. Dak.	2,348	8,948	9,228	4,617	10,875	10,651	5¢
Tenn.	7,198	15,967	24,497	25,399	61,483	67,431	7¢
Texas	26,848	88,560	102,257	52,768	115,251	132,093	5¢
Utah	1,335	3,964	4,621	4,370	12,537	13,657	5¢
Vt.	2,750	5,261	5,536	2,930	5,600	6,215	5.5¢
Va.	8,854	19,276	20,456	22,896	57,602	62,100	6¢
Wash.	5,653	31,372	33,165	19,334	48,779	52,653	6.5¢
W. Va.	7,320	16,560	18,712	11,559	20,791	23,296	6¢
Wis.	16,703	35,115	35,329	22,926	39,364	52,645	6¢
Wyo.	981	3,774	4,110	3,014	8,113	8,394	5¢
D. of C.	2,253	5,324	9,995	3,479	10,783	12,100	6¢

Total.... \$511,242 \$1,334,140 \$1,482,648 \$957,312 \$2,305,759 \$2,543,045

SOURCE: U.S. Bureau of Public Roads.

Special Motor User Taxes Contribute 31% of Total State Tax Revenues

	Total State Tax Revenue, Other Than Unemployment Comp. Tax (000)	State Tax on Motor Vehicle Fuels (000)	State License Tax on Motor Vehicles (000)	State License Tax on Vehicle Operators (000)	Total Motor Vehicle Fuels and License Taxes (000)	% Motor Vehicle to Total State Taxes
Alabama.....	\$ 163,205	\$ 44,590	\$ 3,319	\$ 1,954	\$ 49,863	30.5
Arizona.....	80,313	16,494	5,073	386	21,953	27.3
Arkansas.....	107,486	30,332	10,468	712	41,512	38.6
California.....	1,334,391	250,025	93,157	5,841	349,023	26.2
Colorado.....	132,682	28,707	10,403	656	39,766	30.0
Connecticut.....	173,497	25,803	10,835	4,717	41,355	23.8
Delaware.....	40,820	6,108	2,945	316	9,369	21.0
Florida.....	293,783	81,661	34,919	1,884	118,464	40.3
Georgia.....	235,572	60,497	7,677	110	68,284	29.0
Idaho.....	38,032	12,920	5,372	193	18,485	48.6
Illinois.....	551,823	117,306	72,504	3,272	193,082	35.0
Indiana.....	254,004	55,800	32,033	*	87,833	34.6
Iowa.....	197,850	44,223	38,314	1,276	83,813	42.4
Kansas.....	144,523	33,039	17,215	156	50,410	34.9
Kentucky.....	162,189	48,054	9,444	843	58,341	36.0
Louisiana.....	303,497	45,534	9,701	2,428	57,663	19.0
Maine.....	58,902	16,596	7,157	772	24,525	41.6
Maryland.....	199,181	40,892	18,992	439	60,323	30.3
Massachusetts.....	344,315	55,681	14,967	5,258	75,906	22.0
Michigan.....	645,877	94,055	60,172	2,338	156,565	24.2
Minnesota.....	245,391	45,061	30,414	611	76,086	31.0
Mississippi.....	125,041	36,882	4,119	974	41,975	33.6
Missouri.....	225,780	39,031	27,495	1,101	67,627	30.0
Montana.....	41,581	14,407	2,500	550	17,457	42.0
Nebraska.....	68,649	31,313	3,952	77	35,342	51.5
Nevada.....	20,396	6,996	2,343	91	9,430	46.2
New Hampshire.....	27,554	8,055	4,952	517	13,524	49.1
New Jersey.....	238,081	63,084	48,267	7,668	119,019	50.0
New Mexico.....	80,210	17,613	6,857	490	24,960	31.1
New York.....	1,200,204	119,023	112,935	6,981	238,939	20.0
North Carolina.....	307,411	80,351	24,046	944	105,341	34.3
North Dakota.....	45,935	8,202	6,989	55	15,246	33.2
Ohio.....	584,189	126,480	84,326	1,435	212,241	36.3
Oklahoma.....	210,434	47,911	27,297	1,823	77,031	36.6
Oregon.....	129,828	31,924	22,838	707	55,469	42.7
Pennsylvania.....	628,956	137,559	62,971	6,033	206,563	32.8
Rhode Island.....	58,614	8,745	5,214	1,148	15,107	25.8
South Carolina.....	156,861	40,575	5,981	831	47,387	30.2
South Dakota.....	40,423	11,106	4,930	5	16,041	39.7
Tennessee.....	204,761	59,270	20,422	598	80,290	39.2
Texas.....	489,030	112,978	44,141	3,121	160,240	32.8
Utah.....	54,964	13,243	4,330	94	17,667	32.1
Vermont.....	27,153	5,765	5,083	414	11,262	41.5
Virginia.....	206,324	60,064	18,002	423	78,489	38.0
Washington.....	293,483	50,673	13,587	2,171	66,431	22.6
West Virginia.....	126,509	20,911	14,129	310	35,350	28.0
Wisconsin.....	266,971	40,372	34,150	556	75,078	28.1
Wyoming.....	30,787	7,477	3,764	91	11,332	36.8
Total.....	\$11,597,462	\$2,353,388	\$1,110,701	\$73,370	\$3,537,459	30.5

* Included with State License Tax on Motor Vehicles.

Note: Data are for 1955 fiscal year; total state taxes exclude unemployment taxes and insurance trust revenues for employee retirement. Motor-user taxes do not include general sales taxes paid on motor vehicles, parts, fuels, etc.

SOURCE: Based on data from Governments Division, U. S. Bureau of the Census.

Better Roads and Streets Save Lives, Money and Time

Unit User Costs for Expressways and City Streets

	Expressway Costs Cents per Mile	City Street Costs Cents per Mile
Running Fuel.....	2.01	1.70
Stop and Go Fuel.....	—	.60
Total Fuel.....	2.01	2.30
Running Oil.....	.18	.16
Stop and Go Oil.....	—	.06
Total Oil.....	.18	.22
Running Tires.....	.30	.10
Stop and Go Tires.....	—	.40
Total Tires.....	.30	.50
Maintenance.....	.02	.13
Sub-Total.....	2.51	3.15
Times Truck Factor①.....	2.76	3.47
Accident Cost.....	.18	.94
Commercial Wages.....	.44	.89
Personal Time.....	1.80	3.60
Total.....	5.18	8.90

NOTE: This table itemizes cost estimates for an intermediate area in Detroit, Michigan, approximately six miles from the central business district. The vehicle operating characteristics for this type of area are assumed to be a 50 mile per hour average speed for expressways with no stops per mile, and a 25 mile per hour average speed on city streets with a 30 mile per hour running speed between stops and 3 stops per mile.

① Operating costs are for private passenger cars only. These are multiplied by 1.1 to correct for the commercial vehicles in the traffic stream under the assumption that 10% of the vehicles are trucks and that the average truck costs twice as much to operate as the average passenger car.

SOURCE: "Detroit Metropolitan Area Traffic Study, Part II," Michigan State Highway Department, Wayne County Road Commission, City of Detroit, in cooperation with U.S. Bureau of Public Roads.

Expressways Create Savings in Los Angeles

	Via Expressways	Via Surface Streets
Distance.....	133.3 miles	123.8 miles
Time.....	165 minutes	380 minutes
Gasoline Used.....	6.88 gallons	8.57 gallons
Miles per gallon.....	19.38	14.44
Average Speed.....	48.5 MPH	19.5 MPH
Number of Signalized Intersections.....	0	578
Average number of Signals per Mile.....	0	4.67
Number of Stops Made.....	0	298
Average Number of Stops per Mile.....	0	2.41
Operation Cost per Mile:		
(a) Gasoline.....	1.545¢	2.076¢
(b) Time at 2¢ per Minute.....	2.476¢	6.139¢
Total Operating Cost.....	4.021¢	8.215¢

SOURCE: A 1954 study by the Automobile Club of Southern California covering expressways in the Los Angeles area Published in "Inside Michigan," January, 1956.

Older Roads Cause Greater Strain for Drivers and Cars

(Test-Run Statistics Recorded by AAA Observers)

	Car "A" New Road	Car "B" Old Road	Driver Taking Old Road:
Mileage.....	853.8	844.5	...Drove 9.3 fewer miles*
Gas Consumption (gals.).....	61.6	60.	...Used same amount of gas*
Driving Time.....	18.57	27.43	...Drove 8 hrs., 46 min. longer
Average Speed.....	44.9	30.4	...Averaged 14½ mph slower
Brake Applications.....	856	2100	...Applied brakes 1,244 more times
Stops—Traffic lights.....	44	208	...Stopped for 164 more traffic lights
Cars Passed.....	416	375	...Passed 41 fewer cars
Cars Passing.....	156	257	...Was passed by 101 more cars
Turns.....	170	624	...Made 454 more turns
Traffic Stops.....	54	156	...Made 102 more stops for traffic
Gear Shifts (manual).....	0	25	...Shifted gears (manually) 25 more times
Engine revolutions.....	397,000	446,000	...Incurred almost 12% more engine wear**

*Without detour for flood conditions on new road, driver taking old road would have had to drive about 38 more miles, and gas consumption for both cars would have been almost the same.

**Engine revolutions counted on fourth day of run only, but increased engine wear over old roads is typical.

SOURCE: An experiment by the American Automobile Association and the Automobile Manufacturers Association in cooperation with LOOK Magazine and the Center for Safety Education, New York University. Identical twins drove identical cars over old and new highway systems between Portland, Maine and Youngstown, Ohio.

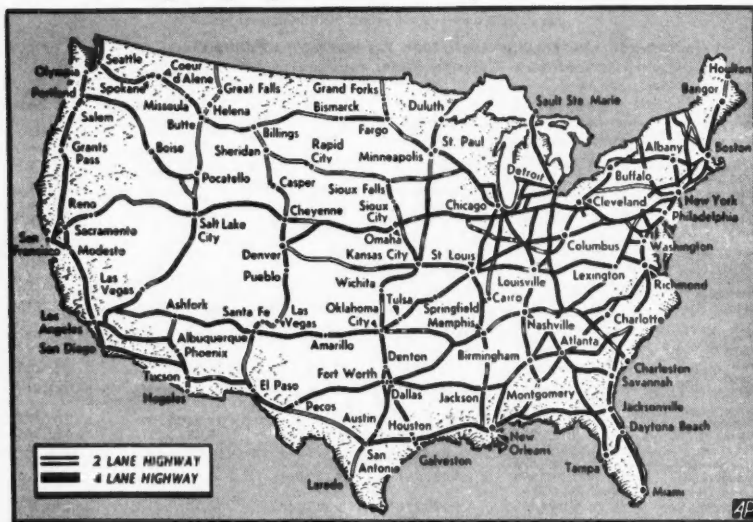
\$1,986,875,000 Federal Aid Road Funds Apportioned for 1957

Includes \$1,125,000,000 Under 1956 Act and \$861,875,000 Under 1954 Act
Apportioned to States for Fiscal Year Ending June 30, 1957

State	Primary Highway System	Secondary or Feeder Roads	Urban Highways	Interstate System	Total
Alabama.....	\$ 7,894,354	\$ 6,126,233	\$ 2,684,025	\$ 23,849,689	\$ 40,554,301
Arizona.....	5,564,756	3,790,056	796,865	13,435,534	23,587,211
Arkansas.....	6,206,833	4,969,914	1,146,057	17,037,358	29,360,162
California.....	17,118,341	8,806,491	18,211,275	66,820,982	110,957,089
Colorado.....	6,713,614	4,484,240	1,702,670	15,976,461	28,876,985
Connecticut.....	2,417,271	1,221,750	3,967,681	11,288,387	18,895,089
Delaware.....	1,832,625	1,221,750	420,157	7,327,343	10,801,875
Florida.....	6,051,746	3,955,585	3,673,574	19,941,128	33,622,033
Georgia.....	9,176,781	7,015,695	2,985,688	27,349,116	46,527,280
Idaho.....	4,582,936	3,224,440	394,281	11,861,291	20,062,948
Illinois.....	14,352,363	7,808,933	14,327,401	55,265,735	91,754,432
Indiana.....	8,813,752	6,076,360	4,901,244	28,549,442	48,340,798
Iowa.....	8,963,939	6,563,962	2,432,180	23,974,533	41,934,614
Kansas.....	8,984,926	6,293,371	1,925,545	21,317,945	38,521,787
Kentucky.....	6,908,849	5,732,579	2,127,518	21,987,204	36,756,150
Louisiana.....	5,826,706	4,217,024	3,003,125	19,340,120	32,386,975
Maine.....	3,122,957	2,235,423	856,222	9,433,383	15,647,985
Maryland.....	3,308,070	2,022,982	3,476,982	14,043,730	22,851,764
Massachusetts.....	4,729,627	1,750,407	8,527,097	25,006,844	40,013,975
Michigan.....	11,617,393	7,089,111	9,535,064	42,157,527	70,399,095
Minnesota.....	9,765,563	6,890,710	3,336,047	26,471,255	46,463,575
Mississippi.....	6,636,540	5,535,825	1,134,260	18,615,866	31,922,491
Missouri.....	10,842,153	7,335,962	5,045,372	31,806,274	55,029,761
Montana.....	7,469,165	5,138,777	482,414	16,783,607	29,873,963
Nebraska.....	7,237,111	5,133,621	1,201,564	16,771,127	30,343,423
Nevada.....	4,774,317	3,190,893	156,027	12,224,096	20,345,333
New Hampshire.....	1,832,625	1,221,750	606,715	7,327,343	10,988,433
New Jersey.....	4,827,665	1,622,120	8,968,185	25,663,053	41,081,023
New Mexico.....	6,033,941	4,146,049	672,350	14,226,784	25,079,124
New York.....	17,586,078	7,049,352	27,383,501	83,087,524	135,106,455
North Carolina.....	9,292,540	7,932,154	2,632,578	29,896,902	49,754,174
North Dakota.....	5,429,916	3,942,233	346,416	13,029,162	22,747,727
Ohio.....	12,984,286	7,894,718	11,855,397	50,197,216	82,931,617
Oklahoma.....	7,982,571	5,716,561	2,238,251	20,999,015	36,936,398
Oregon.....	6,357,968	4,444,383	1,642,739	15,911,917	28,357,007
Pennsylvania.....	14,689,192	8,741,853	15,509,504	62,759,660	101,700,209
Rhode Island.....	1,832,625	1,221,750	1,464,537	7,327,343	11,846,255
South Carolina.....	5,044,045	4,174,597	1,409,274	15,793,174	26,421,090
South Dakota.....	5,861,129	4,184,845	397,915	13,629,451	24,073,340
Tennessee.....	8,078,195	6,298,507	2,962,514	25,081,599	42,420,815
Texas.....	24,196,620	16,201,319	9,814,593	67,398,944	117,611,476
Utah.....	4,259,076	2,817,305	868,090	11,404,239	19,348,710
Vermont.....	1,832,625	1,221,750	318,991	7,327,343	10,700,709
Virginia.....	7,072,789	5,499,927	3,194,704	23,714,542	39,481,962
Washington.....	6,165,749	4,118,818	3,091,222	18,811,284	32,187,073
West Virginia.....	4,081,150	3,551,911	1,333,318	13,966,685	22,933,072
Wisconsin.....	6,788,340	6,132,838	4,011,757	26,722,728	45,655,663
Wyoming.....	4,631,615	3,139,166	222,755	12,135,772	20,129,308
Dist. of Col.....	1,832,625	1,221,750	1,769,884	7,327,343	12,151,602
Hawaii.....	1,832,625	1,221,750	688,910	—	3,743,285
Puerto Rico.....	1,937,796	2,026,005	1,760,990	—	5,724,791
Alaska.....	1,148,518	774,495	9,575	—	1,932,588
Total.....	\$366,525,000	\$244,350,000	\$203,625,000	\$1,172,375,000	\$1,986,875,000
1956 Act.....	56,250,000	37,500,000	31,250,000	1,000,000,000	1,125,000,000
1954 Act.....	310,275,000	206,850,000	172,375,000	172,375,000	861,875,000

SOURCE: Bureau of Public Roads, Department of Commerce.

Interstate Highway System Will Carry 20% of U.S. Traffic



Wide World Photos

\$970 Millions in State Matching for 1957 Federal-Aid Programs

1957 Combined Federal and State Sources of Funds Total \$2,956,575,000

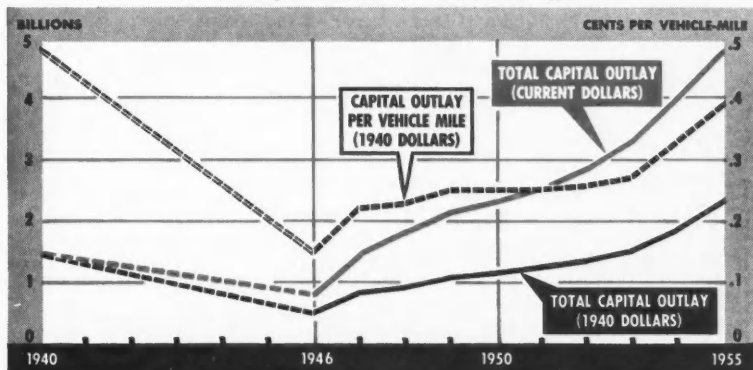
Estimated State Highway Department Funds Required For Matching Federal-Aid Programs

FISCAL YEARS					FISCAL YEARS				
IN MILLIONS	1956	1957*	1958**	1959**	IN MILLIONS	1956	1957*	1958**	1959**
Ala.	16.6	21.4	20.8	22.0	N. Y.	52.0	68.1	67.6	71.7
Ariz.	4.0	5.3	5.2	5.5	N. C.	19.6	25.5	25.3	26.7
Ark.	12.1	15.7	15.3	16.2	N. D.	9.5	12.3	11.8	12.5
Calif.	31.5	41.5	41.4	44.0	Ohio	32.6	42.4	42.2	44.4
Colo.	9.6	12.4	12.5	13.2	Ola.	14.0	20.0	19.6	20.7
Conn.	7.5	9.8	9.7	10.3	Ore.	7.5	9.6	9.6	10.2
Del.	3.6	5.0	4.8	5.2	Pa.	39.0	51.1	51.2	54.1
Fla.	13.6	17.6	17.2	18.2	R. I.	4.5	5.9	5.9	6.3
Ga.	19.0	24.4	24.0	25.4	S. C.	10.6	13.8	13.3	14.1
Idaho	5.0	6.5	6.6	7.1	S. D.	8.0	10.4	9.9	10.5
Ill.	36.3	47.1	46.9	49.5	Tenn.	17.2	22.1	21.9	23.2
Ind.	19.6	25.3	24.9	26.4	Texas	49.1	63.2	62.2	65.7
Iowa	22.2	28.8	28.4	30.4	Utah	3.6	4.8	4.7	5.0
Kans.	16.8	21.2	20.7	21.9	Vt.	3.5	4.8	4.7	5.0
Ky.	14.6	19.1	18.7	19.9	Va.	15.7	20.3	20.2	21.4
La.	12.9	16.7	16.6	17.6	Wash.	11.4	14.7	14.7	15.6
Maine	6.2	8.0	7.9	8.3	W. Va.	9.0	11.6	11.6	12.1
Md.	8.8	11.4	11.5	12.2	Wis.	18.7	24.0	23.8	25.0
Mass.	15.1	19.8	19.8	21.0	Wyo.	4.4	6.0	5.9	6.3
Mich.	27.9	36.5	36.1	38.0	Hawaii	3.2	3.8	3.9	4.0
Minn.	19.4	25.1	24.5	25.8	Dist. of Col.	4.8	6.3	6.3	6.6
Miss.	13.1	16.9	16.5	17.4	Puerto Rico	4.8	5.7	5.9	6.2
Mo.	22.9	29.4	28.8	30.3	Alaska	—	.2	1.3	1.4
Mont.	9.7	12.6	12.6	13.3					
Nebr.	13.1	16.7	16.8	17.8					
Nev.	1.7	2.3	2.5	2.8					
N. H.	3.8	5.1	5.0	5.4					
N. J.	15.5	20.5	20.3	21.5					
N. M.	6.3	8.2	8.1	8.5					
					State Sources. \$745.7 969.7 \$960.3 \$1,015.6				
					Federal Source — 1,986.9 — —				
					Total. — \$2,956.6 — —				

* As provided in 1954 Federal-Aid Highway Act and addition under Federal-Aid Highway Act of 1956.
** As provided in Federal-Aid Highway Act of 1956.

SOURCE: Bureau of Public Roads, Department of Commerce.

1955 Capital Outlay for Roads Per Vehicle Mile Below 1940 After Adjustment for Price Changes



Federal, State and Local Highway Expenditures

	ACTUAL EXPENDITURES		COST INDICES (1940 = 100)		ADJUSTED EXPENDITURES (1940 PRICES)		
	Capital Outlay (000,000)	Maintenance (000,000)	Bid Price for Fed. Aid Hwy. Constr. Adjusted to Expend. Basis	Cost of Maint. and Operation	Capital Outlay (000,000)	Maintenance (000,000)	Capital Outlay per Vehicle Mile (1940 Prices)
1940.....	\$1,457	N.A.	100.0	100.0	\$1,457	N.A.	\$0.0048
1946.....	799	\$ 931	157.9	144.6	506	\$644	0.0015
1947.....	1,408	1,071	173.0	158.4	814	676	0.0022
1948.....	1,813	1,277	194.2	175.1	934	729	0.0023
1949.....	2,144	1,346	203.2	180.3	1,055	747	0.0025
1950.....	2,291	1,419	197.9	187.1	1,158	758	0.0025
1951.....	2,518	1,550	202.4	205.7	1,244	754	0.0025
1952.....	2,871	1,648	215.5	216.1	1,332	763	0.0026
1953.....	3,309	1,725	222.0	220.0	1,491	784	0.0027
1954.....	4,050	1,793	216.6	228.1	1,870	786	0.0033
1955.....	4,818	1,856	212.0	233.7	2,273	794	0.0039

NOTE: "The construction-cost and maintenance-cost indexes are applicable to State highway operations, but not to local rural and urban operations. Nevertheless, these indexes will serve as an approximate measure of the effect of increased costs on all construction and maintenance expenditures." From Bureau of Public Roads report "Highway Finance, 1946-55, April, 1956.

SOURCE: Actual expenditures, cost indices, and vehicle miles, from U.S. Bureau of Public Roads. Adjusted expenditures and capital outlay per vehicle miles calculated from these series.

56% of Canadian Households Own Automobiles, and 5% Own More Than One

	NUMBER OF HOUSEHOLDS OWNING AUTOMOBILES				Percent of Households, One or More Automobiles	Number of Households Owning Automobiles with Radios
	Total Number of Households (000)	One Automobile (000)	More than One Automobile (000)	One or More Automobiles (000)		(000)
Newfoundland.....	76	19	*	20	24.1	N.A.
Prince Edward Island.....	22	8	*	9	39.1	N.A.
Nova Scotia.....	156	74	6	80	49.7	31
New Brunswick.....	117	37	*	50	40.0	N.A.
Quebec.....	969	394	19	413	40.8	182
Ontario.....	1,288	799	113	912	68.4	375
Manitoba.....	217	121	17	128	54.7	50
Saskatchewan.....	227	132	17	149	63.1	66
Alberta.....	278	167	11	178	62.2	84
British Columbia.....	362	214	21	235	62.2	90
Canada, Total.....	3,712	1,975	199	2,174	56.1	906
% of Total Households.....	100.0%	51.0%	5.1%	56.1%	—	23.4%

*Estimates which are less than 4,000 are replaced by an asterisk. N.A.—Not available.

SOURCE: HOUSEHOLD FACILITIES AND EQUIPMENT, September, 1955, Dominion Bureau of Statistics.

79% of State Highway Funds from State Motor Taxes, 1954

Sources of Funds Expended for State Administered Highways, Exclusive of Income from Bond Issues

Year	AMOUNTS IN THOUSANDS OF DOLLARS				
	Highway User Revenues ^①	Federal Aid (Regular)	General Taxes and Appropriations	Other ^②	Total ^③
1923	\$ 162,949	\$ 72,343	\$61,810	\$ 82,252	\$ 379,354
1924	222,628	91,401	38,367	101,348	453,744
1925	289,173	92,180	54,880	86,790	523,023
1926	358,855	79,163	48,147	83,197	569,362
1927	416,725	80,160	49,565	96,412	642,862
1928	493,299	80,798	54,424	99,322	727,843
1929	565,351	77,573	71,737	85,917	800,578
1930	700,911	92,463	43,318	77,693	914,385
1931	639,586	155,344	35,438	131,655	962,023
1932	574,689	111,409	31,588	75,982	793,668
1933	498,231	175,244	27,713	35,101	736,289
1934	579,276	317,815	11,165	56,735	964,991
1935	589,816	215,239	7,843	33,229	846,127
1936	663,886	328,638	5,133	41,698	1,039,355
1937	832,039	266,275	2,985	29,317	1,130,616
1938	810,087	199,066	5,962	24,288	1,039,403
1939	845,863	175,858	3,448	40,873	1,066,042
1940	761,569	160,576	4,726	28,912	955,783
1941	850,243	149,109	4,122	32,768	1,036,242
1942	745,694	122,108	5,944	31,444	905,190
1943	645,739	119,494	22,566	15,812	803,611
1944	679,883	77,792	6,570	15,882	780,127
1945	787,947	51,525	42,782	21,172	903,426
1946	1,059,413	137,829	96,240	30,509	1,323,991
1947	1,143,058	258,547	17,607	36,628	1,455,840
1948	1,274,061	322,412	32,247	46,503	1,675,223
1949	1,490,716	371,817	46,584	59,843	1,968,960
1950	1,669,780	371,033	20,841	72,800	2,134,454
1951	1,833,147	365,470	30,669	78,661	2,307,947
1952	2,085,242	419,867	16,996	87,174	2,609,279
1953	2,247,603	463,522	28,857	120,898	2,860,880
1954	2,470,492	514,036	26,042	110,431	3,121,001

Year	PERCENTAGES				
	Highway User Revenues ^①	Federal Aid (Regular)	General Taxes and Appropriations	Other ^②	Total ^③
1923	42.9%	19.1%	16.3%	21.7%	100.0%
1924	49.1	20.1	8.5	22.3	100.0
1925	55.3	17.6	10.5	16.6	100.0
1926	63.0	13.9	8.5	14.6	100.0
1927	64.8	12.5	7.7	15.0	100.0
1928	67.8	11.1	7.5	13.6	100.0
1929	70.6	9.7	9.0	10.7	100.0
1930	76.7	10.1	4.7	8.5	100.0
1931	86.5	16.1	3.7	13.7	100.0
1932	72.4	14.0	4.0	9.6	100.0
1933	67.7	23.8	3.8	4.7	100.0
1934	60.0	32.9	1.2	5.9	100.0
1935	69.7	25.4	.9	3.9	100.0
1936	63.9	31.6	.5	4.0	100.0
1937	73.6	23.6	.3	2.6	100.0
1938	77.9	19.2	.6	2.3	100.0
1939	79.3	16.5	.3	3.8	100.0
1940	79.7	16.8	.5	3.0	100.0
1941	82.1	14.4	.4	3.2	100.0
1942	82.4	13.5	.7	3.5	100.0
1943	80.4	14.9	2.8	2.0	100.0
1944	87.2	10.0	.8	2.0	100.0
1945	87.2	5.7	4.7	2.3	100.0
1946	80.0	10.4	7.3	2.3	100.0
1947	78.5	17.8	1.2	2.5	100.0
1948	76.1	19.2	1.9	2.8	100.0
1949	75.7	18.9	2.4	3.0	100.0
1950	78.2	17.4	1.0	3.4	100.0
1951	79.4	15.8	1.3	3.4	100.0
1952	79.9	16.1	.7	3.3	100.0
1953	78.6	16.2	1.0	4.2	100.0
1954	79.1	16.5	.8	3.5	100.0

① This column presents only that portion of highway user revenues (registration fees, motor carrier, gasoline taxes and tolls) which was used for state administered highways, and a portion of tolls collected. Thus, the \$2,470,492,000 highway user revenues shown here for 1954 represents only 68% of the total of \$3,648,587,000 of highway user revenues and tolls disposed of in 1954. The remaining portion of the highway revenues was used for work on local roads and streets, for expenses of collection and administration, and for non-highway purposes. ② Earnings of bond sinking funds, federal funds other than regular federal aid, transfers from local governments, and miscellaneous income. ③ Excluding income from issue of bonds, notes, etc.

SOURCE: U. S. Bureau of Public Roads (Table S.F. 3).

63% of Highway User Taxes Expended for State Highways, 1954

Disposition of Receipts from State Imposts* on Highway Users

FOR STATE HIGHWAY PURPOSES, IN THOUSANDS

Year	Expenses of Collection and Admin.	Construction Maint. and Admin.	State Park and Forest Roads	State Highway Police	Service of State Highway Obligations	Total, State Highway Purposes
1925.....	\$ 11,961	\$ 276,363	\$ 61	\$ 924	\$ 23,280	\$ 300,628
1926.....	16,350	320,339	—	492	27,802	348,633
1927.....	15,376	374,199	—	539	46,428	421,166
1928.....	15,875	420,442	—	1,592	49,446	471,480
1929.....	18,226	521,576	251	1,480	56,556	579,863
1930.....	20,319	561,331	251	3,455	62,818	627,855
1931.....	23,065	554,977	201	4,616	79,282	639,076
1932.....	20,707	458,040	1,236	5,597	85,592	550,465
1933.....	27,025	402,337	623	4,547	95,447	502,954
1934.....	28,975	371,916	1,317	8,752	127,912	509,897
1935.....	31,760	375,989	1,269	12,105	134,036	523,399
1936.....	37,942	419,552	1,597	13,967	150,097	585,213
1937.....	42,026	521,800	8,043	19,173	161,751	710,767
1938.....	43,977	490,773	7,698	23,403	171,802	693,676
1939.....	44,478	505,295	4,377	24,393	164,834	698,899
1940.....	46,693	576,295	3,007	26,449	148,728	754,479
1941.....	49,579	653,669	4,157	30,760	144,703	833,289
1942.....	46,056	538,910	3,042	33,816	153,624	729,392
1943.....	44,257	457,003	2,717	11,652	139,793	739,686
1944.....	44,566	484,130	2,264	28,088	150,416	664,898
1945.....	49,560	608,773	3,786	29,983	128,163	770,705
1946.....	58,506	869,120	3,443	39,181	125,314	1,037,058
1947.....	74,174	919,821	11,374	46,141	132,936	1,110,272
1948.....	83,961	1,057,515	7,207	56,444	115,682	1,236,848
1949.....	95,577	1,251,664	9,057	63,768	124,796	1,449,285
1950.....	99,985	1,373,847	23,943	71,945	127,969	1,597,704
1951.....	113,049	1,507,899	9,902	99,934	131,111	1,739,686
1952.....	119,913	1,701,380	27,339	90,465	137,198	1,951,785
1953.....	128,974	1,815,422	20,031	113,108	153,217	2,101,778
1954.....	140,735	2,005,995	24,849	109,900	163,104	2,303,848

FOR LOCAL ROADS AND STREETS, IN THOUSANDS

Year	For Work on County and Local Roads	For Work on City Streets	Service of Local Highway Obligations	Total	For Non-Highway Purposes	Net Total Funds Distributed
1925.....	\$ 80,246	\$ 3,988	\$ 1,697	\$ 85,931	\$ 7,179	\$ 405,699
1926.....	95,311	5,977	2,711	103,999	6,903	475,885
1927.....	109,018	3,797	1,540	114,355	8,793	559,690
1928.....	117,780	9,701	—	127,481	12,046	626,882
1929.....	151,975	14,189	—	166,164	14,697	778,950
1930.....	164,804	12,462	4,541	181,807	20,160	850,141
1931.....	170,118	20,080	5,781	195,979	23,600	881,720
1932.....	168,889	17,397	4,146	190,432	76,747	838,351
1933.....	171,586	17,894	4,071	193,551	91,577	815,107
1934.....	190,221	24,850	7,624	222,695	122,150	883,717
1935.....	207,716	22,708	7,710	238,134	147,143	940,436
1936.....	224,993	31,468	9,035	265,496	169,344	1,057,995
1937.....	232,859	43,145	3,772	279,776	163,082	1,195,651
1938.....	232,758	42,315	5,516	280,589	157,516	1,175,758
1939.....	245,882	46,446	9,557	301,885	181,654	1,226,916
1940.....	263,900	51,321	8,110	323,331	196,579	1,321,082
1941.....	288,548	58,537	7,019	354,104	215,039	1,452,011
1942.....	276,595	57,339	7,843	341,777	204,165	1,321,391
1943.....	235,675	44,286	6,612	286,573	155,465	1,117,377
1944.....	240,994	44,006	3,938	288,938	138,502	1,136,904
1945.....	264,437	47,360	3,884	315,681	99,834	1,235,780
1946.....	346,883	62,115	3,664	412,622	94,578	1,602,804
1947.....	383,754	93,174	6,849	483,777	170,518	1,838,741
1948.....	437,287	117,670	15,910	570,867	189,370	2,081,046
1949.....	472,415	131,344	22,357	626,116	166,111	2,337,089
1950.....	497,499	154,280	20,573	672,352	217,038	2,587,079
1951.....	553,482	173,605	16,638	743,725	266,771	2,863,225
1952.....	611,038	191,950	16,567	819,555	202,800	3,094,050
1953.....	651,441	224,730	19,591	895,762	294,076	3,420,590
1954.....	665,414	249,672	19,466	934,552	269,452	3,648,587

*Includes only state motor vehicle registration receipts, special state motor carrier taxes, and state gas taxes; does not include toll road, ferry, bridge and tunnel receipts, Federal excise or city and county levies.

SOURCE: U. S. Bureau of Public Roads (Table DF).

Total Highway and Street Revenues From All Sources

	FEDERAL GOVERNMENT				MILLIONS OF DOLLARS STATE GOVERNMENTS				County & Local			
	BPR Regula- r Funds	Forest, Park & Other Federal Funds ①	WPA & PWA Miscel- laneous	Total	Highway User Revenues	Other Revenues ①	Total	Rural Road Agencies	Urban Places	Grand Total		
1929...	\$ 77	\$12	—	\$ 89	\$746	\$87	\$833	\$525	\$725	\$2,172		
1930...	96	16	—	112	810	69	879	528	787	2,306		
1931...	241	29	—	270	832	67	899	493	643	2,305		
1932...	105	20	—	125	730	63	793	389	474	1,781		
1933...	181	27	\$ 57	265	689	52	741	296	373	1,675		
1934...	315	46	344	705	728	37	765	251	337	2,058		
1935...	213	30	237	480	761	33	794	265	335	1,874		
1936...	329	38	679	1,046	847	34	881	269	348	2,544		
1937...	267	39	472	778	990	42	1,032	280	335	2,425		
1938...	194	27	832	1,053	975	43	1,018	283	366	2,720		
1939...	172	41	712	925	1,003	45	1,048	284	382	2,639		
1940...	168	32	546	746	1,076	49	1,125	280	347	2,498		
1941...	155	26	349	530	1,188	61	1,249	269	295	2,343		
1945...	63	20	—	83	1,086	102	1,188	271	327	1,869		
1946...	146	25	—	171	1,450	190	1,640	312	362	2,485		
1947...	284	41	—	325	1,594	107	1,701	357	425	2,808		
1948...	359	48	—	407	1,808	159	1,967	391	523	3,288		
1949...	422	69	—	491	2,075	174	2,249	419	563	3,722		
1950...	405	66	—	471	2,270	140	2,410	460	556	3,897		
1951...	408	60	—	468	2,484	177	2,661	484	591	4,204		
1952...	465	84	—	549	2,771	205	2,976	534	668	4,727		
1953...	535	99	—	634	2,998	246	3,244	565	735	5,177		
1954...	578	97	—	675	3,238	245	3,483	578	769	5,505		
1955...	670	114	—	784	3,530	315	3,845	602	803	6,034		
1956*	946	124	—	1050	3,689	359	4,048	619	828	6,545		

Total Highway Expenditures, Federal, State, Local and City

Year	MILLIONS OF DOLLARS						ALL ROADS AND STREETS			Grand Total
	State Highways Total ^①	Local Rural Roads Total	Urban Streets Total	Fed. Exp. Not Else. Included	ALL ROADS AND STREETS					
					Capital Outlay	Maint. & Admin.	Interest on Hwy. Debt ^②			
1929	\$ 843	\$ 644	\$ 739	\$11	\$1,272	\$ 750	\$315	\$2,237		
1930	1,019	701	799	17	1,521	788	227	2,536		
1931	1,070	643	663	22	1,427	733	238	2,398		
1932	878	518	491	21	980	685	243	1,908		
1933	826	432	420	44	881	608	233	1,722		
1934	898	540	534	61	1,193	614	226	2,033		
1935	764	495	461	64	941	630	213	1,784		
1936	1,024	771	643	53	1,584	709	198	2,491		
1937	984	704	584	42	1,401	716	197	2,314		
1938	976	868	778	37	1,707	757	195	2,659		
1939	954	832	665	35	1,567	728	191	2,486		
1940	1,019	765	567	30	1,457	734	190	2,381		
1941	978	656	480	26	1,179	781	180	2,140		
1945	647	448	310	14	368	920	131	1,419		
1946	1,022	601	391	21	799	1,113	123	2,035		
1947	1,503	749	555	34	1,408	1,314	119	2,841		
1948	1,845	897	679	39	1,813	1,525	122	3,460		
1949	2,113	932	796	57	2,144	1,625	129	3,898		
1950	2,312	966	800	46	2,291	1,704	129	4,124		
1951	2,606	1,038	843	41	2,518	1,877	133	4,528		
1952	2,875	1,164	932	50	2,871	2,001	149	5,021		
1953	3,279	1,253	1,005	58	3,309	2,109	177	5,595		
1954	4,083	1,298	1,062	55	4,050	2,221	227	6,498		
1955	4,909	1,364	1,103	78	4,862	2,298	294	7,454		
1956*	5,580	1,399	1,156	85	5,513	2,374	333	8,220		

NOTE: "Bond Issue Proceeds" excluded from revenues; "Obligations Retired" excluded from expenditures. Federal and State data are for calendar years. County and Local data are for varying fiscal years, as reported. Data for most recent years are partly estimated.

- ① Includes expenditures of Forest Service and National Park Service funds by Bureau of Public Roads as well as direct expenditures by the Forest and Park Service. ② Includes tolls from roads, bridges and ferries; earnings on debt service fund; and miscellaneous state imposts and revenues. ③ Includes expenditure by states on trans-city connections of state highways, also includes expenditures for state highway police. ④ Expenditures by Forest Service, National Park Service and Office of Indian Affairs, practically all construction, and included as such in totals.

⑤ Interest payments have been reduced by amounts paid to counties on reimbursement obligations, in order to avoid duplication.

*Preliminary.

SOURCE: 1929-1944, from a National Highway Users Conference tabulation based on U. S. Bureau of Public Roads data. 1945 to date, from U. S. Bureau of Public Roads, Tables HF-1 and HF-2.

12 States Used 10% or More of 1954 Highway Revenues for Non-Highway Purposes

	Amounts Diverted*	Percent of Total Motor Taxes		Amounts Diverted*	Percent of Total Motor Taxes
Arkansas.....	\$ 1,505,000	3.7	New Mexico.....	\$ 1,041,000	4.2
California.....	86,720,000	15.5	New York.....	39,140,000	16.5
Colorado.....	68,000	.2	North Carolina.....	2,927,000	2.7
Connecticut.....	367,000	.9	Oklahoma.....	9,267,000	12.4
Delaware.....	2,206,000	23.4	Oregon.....	657,000	1.2
Florida.....	29,642,000	26.2	Rhode Island.....	6,279,000	43.6
Georgia.....	9,150,000	14.0	South Carolina.....	1,161,000	2.4
Illinois.....	1,425,000	.8	Tennessee.....	11,367,000	14.7
Indiana.....	563,000	.6	Texas.....	30,283,000	14.9
Kansas.....	188,000	.4	Virginia.....	309,000	.4
Massachusetts.....	741,000	1.1	Washington.....	14,078,000	17.6
Minnesota.....	210,000	.3	Wisconsin.....	5,364,000	7.2
Missouri.....	111,000	.2	Dist. of Columbia.....	2,391,000	14.8
Montana.....	171,000	.9			
New Jersey.....	32,121,000	29.9	U. S. Total.....	\$269,452,000	7.4

* Gross non-highway allocations of highway user revenue were offset against appropriations for highways out of state general fund in California, Connecticut, Illinois, Indiana, Iowa, Louisiana, Michigan, Minnesota, Mississippi, Montana, Nebraska, New Mexico, North Carolina, Oklahoma, South Carolina, South Dakota, Tennessee, Texas, West Virginia, and Washington. In Delaware, New Jersey, New York, and Rhode Island, highway-user revenues were placed in the state general fund where they were made available for highways and other purposes. In these states, highway user revenues exceeded general fund distributions for highways in 1954 and the amount of the excess is shown here.

SOURCE: Based on U. S. Bureau of Public Roads reports (Table DF).

\$269,452,000 in Highway Revenues Spent for Non-Highway Purposes

Year	Amount (000)	% of Road Revenues	Year	Amount (000)	% of Road Revenues	Year	Amount (000)	% of Road Revenues
1924.....	\$10,728	3.5	1935.....	\$147,143	15.4	1946.....	\$ 94,578	5.9
1925.....	7,179	1.8	1936.....	169,278	15.9	1947.....	170,518	9.2
1926.....	6,903	1.5	1937.....	163,008	13.8	1948.....	189,370	9.0
1927.....	8,793	1.5	1938.....	157,449	13.4	1949.....	166,111	7.2
1928.....	12,046	1.9	1939.....	181,575	14.5	1950.....	217,038	8.3
1929.....	14,697	1.9	1940.....	196,491	14.8	1951.....	266,771	9.3
1930.....	20,160	2.3	1941.....	214,923	14.6	1952.....	202,800	6.5
1931.....	23,600	2.7	1942.....	204,117	15.5	1953.....	294,076	8.6
1932.....	76,747	9.1	1943.....	155,389	14.0	1954.....	269,452	7.4
1933.....	91,577	11.2	1944.....	138,437	12.3			
1934.....	122,150	13.8	1945.....	99,815	8.0	Total.....	\$4,092,922	

25 States Have Anti-Diversion Amendments

States which have amended their constitutions so as to dedicate state motor vehicle and gasoline taxes for highway purposes are:

	Year Adopted		Year Adopted		Year Adopted
Alabama.....	1952	Kentucky.....	1945	North Dakota.....	1940
Arizona.....	1952	Maine.....	1944	Ohio.....	1947
California.....	1938	Massachusetts.....	1948	Oregon.....	1942
Colorado.....	1934	Michigan.....	1938	Pennsylvania.....	1945
Georgia.....	1952	Minnesota.....	1920	South Dakota.....	1940
Idaho.....	1940	Missouri.....	1928	Texas.....	1946
Iowa.....	1942	Nevada.....	1940	Washington.....	1944
Kansas.....	1928	New Hampshire.....	1938	West Virginia.....	1942
				Wyoming.....	1954

Automotive Comprised 24% of All U.S. Retail Sales in 1954

Included Are New and Used Motor Vehicle Dealers; Tire, Battery and Accessory Dealers; and Gasoline Service Stations

AUTOMOTIVE RETAIL TRADE^①

State	ESTABLISHMENTS		SALES ^②		EMPLOYMENT ^③	
	Number	% of All Retail Trade in State	Amount (\$000)	% of All Retail Trade in State	Number	% of All Retail Trade in State
Alabama.....	4,293	16.4	\$ 574,580	27.2	21,817	18.1
Arizona.....	1,789	18.4	250,417	25.0	8,901	17.8
Arkansas.....	3,256	17.3	371,262	27.8	14,616	19.8
California.....	21,088	N.A.	3,776,743	N.A.	N.A.	N.A.
Colorado.....	2,988	19.3	448,621	26.0	15,268	17.0
Connecticut.....	3,386	13.2	576,246	22.1	18,215	14.0
Delaware.....	638	14.8	101,357	20.6	3,372	14.2
Florida.....	6,460	15.6	1,017,954	25.4	33,116	15.6
Georgia.....	5,652	17.4	791,444	26.7	29,283	17.9
Idaho.....	1,368	19.3	184,253	27.5	6,552	20.5
Illinois.....	13,009	13.1	2,383,009	21.6	69,455	12.2
Indiana.....	7,533	18.1	1,179,269	26.1	39,123	16.3
Iowa.....	6,395	18.2	758,893	24.7	26,914	17.3
Kansas.....	5,203	20.5	640,248	29.1	26,914	22.7
Kentucky.....	4,119	15.6	565,573	25.7	20,430	16.8
Louisiana.....	3,619	13.5	593,579	25.4	21,609	16.0
Maine.....	1,809	15.6	221,290	24.0	8,995	18.7
Maryland.....	3,221	13.0	578,260	21.6	20,293	13.5
Massachusetts.....	6,617	N.A.	1,091,720	N.A.	N.A.	N.A.
Michigan.....	11,688	N.A.	2,266,044	N.A.	N.A.	N.A.
Minnesota.....	5,933	16.8	788,971	22.8	27,123	14.9
Mississippi.....	2,772	16.4	372,579	29.1	14,707	20.1
Missouri.....	8,118	17.2	1,105,555	24.4	36,942	15.3
Montana.....	1,397	17.0	206,079	26.5	7,121	19.2
Nebraska.....	3,160	18.6	409,050	25.8	14,093	17.0
Nevada.....	487	17.9	88,655	26.9	3,024	19.6
New Hampshire.....	1,215	16.3	144,311	23.9	5,191	16.5
New Jersey.....	7,773	N.A.	1,304,016	N.A.	N.A.	N.A.
New Mexico.....	1,700	20.0	207,573	28.3	7,765	20.1
New York.....	17,016	N.A.	3,054,592	N.A.	N.A.	N.A.
North Carolina.....	7,322	19.2	847,441	26.4	33,457	18.4
North Dakota.....	1,282	16.6	167,102	25.3	5,939	18.1
Ohio.....	13,366	N.A.	2,365,134	N.A.	N.A.	N.A.
Oklahoma.....	5,260	20.8	602,570	28.7	22,070	19.6
Oregon.....	3,529	18.5	488,630	25.4	16,708	18.2
Pennsylvania.....	15,618	12.9	2,366,274	21.9	79,558	13.1
Rhode Island.....	1,316	12.7	184,514	21.9	5,844	12.2
South Carolina.....	3,918	19.0	422,186	27.8	16,724	18.9
South Dakota.....	1,538	18.4	177,787	26.2	6,406	18.5
Tennessee.....	5,119	16.5	750,467	27.3	27,143	17.4
Texas.....	17,917	19.6	2,532,195	28.0	86,423	18.2
Utah.....	1,378	20.7	199,498	27.2	7,219	18.4
Vermont.....	785	17.0	96,509	25.4	3,629	18.8
Virginia.....	5,634	18.2	796,736	25.5	32,305	18.5
Washington.....	4,697	17.5	637,256	22.2	22,243	16.3
West Virginia.....	3,178	17.0	251,601	18.0	14,331	17.9
Wisconsin.....	7,104	14.8	910,724	23.2	30,451	14.3
Wyoming.....	858	21.6	116,570	30.3	4,195	22.4
Dist. of Columbia.....	619	9.2	232,003	19.1	7,440	10.9
U. S. TOTAL^③.....	267,613	15.5%	\$40,590,177	23.9%	N.A.	N.A.

① Includes passenger car dealers (franchised), passenger car dealers (non-franchised), tire, battery, and accessory dealers, other automotive dealers, and gasoline service stations. Establishments primarily selling motor trucks are classified by the Census as wholesale establishments. State figures shown in table above exclude motorcycle, aircraft, and boat dealers, and household trailer dealers.

② Includes proprietors of unincorporated businesses.

③ Preliminary United States Census totals of 48 states and District of Columbia.

N.A.—Not available at time of going to press.

SOURCE: Preliminary Reports from 1954 Census of Business.

\$40.1 Billion Automotive and Gasoline Retail Sales, 1954

Retail Sales by the Various Census Automotive Groups. Sales by Exclusive Motor Truck Dealers Are Omitted by Census from Retail Classification and Included with Wholesale Groups

IN MILLIONS OF DOLLARS

	PASSENGER CAR DEALERS		Tire, Battery Accessory Dealers	Gasoline Service Stations	Total Sales	Number of Establishments Gas Service Stations		All Other Auto- motive
	Franchised	Non- Franchised						
Ala.....	\$ 335,610	\$ 53,683	\$ 39,803	\$ 145,484	\$ 574,580	2,938		1,413
Ariz.....	125,334	23,346	12,252	89,485	250,417	1,315		534
Ark.....	224,168	27,276	28,053	91,765	371,262	2,102		1,184
Calif.....	2,172,756	265,176	161,200	1,111,102	3,710,974	14,768		5,727
Colo.....	261,234	46,434	16,047	124,906	448,621	2,026		1,029
Conn.....	375,695	33,159	24,493	142,899	576,246	2,333		1,135
Del.....	68,410	2,619	2,863	27,465	101,357	475		176
Fla.....	597,207	96,688	54,672	268,713	1,017,954	4,715		2,076
Ga.....	457,527	58,958	52,494	222,455	791,444	4,113		1,927
Idaho.....	116,813	8,689	7,188	51,563	184,253	929		462
Ill.....	1,578,036	118,531	80,729	605,189	2,382,505	8,920		4,084
Ind.....	744,593	63,006	49,997	320,660	1,192,824	5,188		2,533
Iowa.....	479,690	22,198	34,952	222,053	758,893	4,492		1,988
Kansas.....	400,267	29,325	36,741	173,915	640,248	3,438		1,844
Ky.....	350,587	43,849	27,038	144,033	565,573	2,641		1,478
La.....	365,097	35,147	31,412	161,923	593,579	2,544		1,141
Maine.....	141,965	10,794	7,876	60,655	221,290	1,212		635
Md.....	361,624	31,448	22,511	162,677	578,260	2,301		980
Mass.....	737,642	46,171	41,211	257,965	1,083,213	4,467		2,048
Mich.....	1,472,605	120,366	67,257	569,253	2,229,589	8,170		3,178
Minn.....	513,946	29,169	25,296	220,560	788,971	4,226		1,816
Miss.....	234,199	11,076	23,800	103,504	372,579	1,837		962
Mo.....	672,435	72,174	59,964	300,858	1,105,545	5,534		2,687
Mont.....	140,782	3,160	6,553	55,584	206,079	934		490
Neb.....	252,362	16,959	13,813	125,916	409,050	2,148		1,058
Nev.....	43,624	8,106	3,467	33,458	88,655	349		156
N. H.....	92,811	6,829	4,382	40,289	144,311	812		444
N. J.....	840,485	72,324	48,811	323,278	1,285,394	5,403		2,198
N. M.....	117,041	13,263	9,637	67,632	207,573	1,233		501
N. Y.....	2,025,668	173,886	107,081	710,018	3,016,829	11,565		5,039
N. C.....	491,249	56,406	54,432	245,354	847,441	5,176		2,195
N. D.....	119,530	1,029	4,251	42,292	167,102	858		442
Ohio.....	1,478,306	125,799	110,811	616,977	2,332,155	8,756		4,281
Okl.....	346,643	44,298	51,241	160,388	602,570	3,400		1,914
Ore.....	296,354	27,546	21,156	143,574	488,630	2,525		1,100
Pa.....	1,588,904	122,598	88,004	566,458	2,366,138	10,743		4,871
R. I.....	116,620	12,290	9,686	45,918	184,514	956		388
S. C.....	224,088	42,117	28,566	127,415	422,186	2,684		1,268
S. D.....	117,354	4,875	6,332	49,226	177,787	1,040		540
Tenn.....	443,188	63,196	42,753	201,330	750,467	3,388		1,782
Texas.....	1,512,181	210,474	165,312	643,099	2,531,240	11,995		5,917
Utah.....	116,106	12,491	6,482	64,419	199,498	1,003		404
Vt.....	64,786	4,741	2,356	24,626	96,509	534		263
Va.....	492,581	34,547	37,792	231,816	796,736	4,039		1,683
Wash.....	371,105	41,205	27,847	196,896	637,256	3,355		1,475
W. Va.....	220,000	17,236	14,365	98,106	349,707	2,242		958
Wis.....	591,570	32,599	25,906	260,649	910,724	4,916		2,237
Wyo.....	74,853	3,642	3,700	34,375	116,570	575		299
D. of C.....	142,353	22,619	11,404	55,627	232,003	422		209
U. S. Total	\$25,107,984	\$2,423,517	\$1,813,989	\$10,743,812	\$ 40,093,951	181,747		80,646

SOURCE: 1954 Census of Business, U. S. Department of Commerce.

Expanded Highway Program To Use 48,737,000 Tons of Steel

Estimated Material and Labor Requirements for Expanded Highway Construction Program

	1955	1956	1957	1960	1965	1969	Total 1957-1969
Structural Steel, Thousand Tons.....	983	1,442	1,760	2,052	2,052	1,769	25,737
Reinforcing Steel ^① , Thousand Tons.....	807	931	1,136	1,325	1,325	1,142	16,617
Corrugated Metal Pipe, Thousand Tons.....	148	165	201	234	234	202	2,938
Other Misc. Steel ^② , Thousand Tons.....	147	182	235	274	275	237	3,445
Total Steel, Thousand Tons.....	2,085	2,720	3,332	3,885	3,886	3,350	48,737
Cement ^③ , Million Bbls.....	61.6	74.0	94.5	110.5	113.6	97.0	1,399.0
Bituminous Material, Million Tons.....	5.85	7.15	8.73	10.18	10.18	8.77	127.67
Aggregates ^④ , Million Tons.....	403	544	664	774	774	668	9,710
Lumber, Million B. F.....	385	403	492	573	574	495	7,194
Timber Piling, Million B. F.....	82	119	146	169	170	147	2,128
Concrete Culvert Pipe, Million Tons.....	2.64	2.89	3.29	3.83	3.83	3.30	48.03
Clay Pipe & Tile, Thousand Tons.....	47	55	67	78	78	68	983
Petroleum Products ^⑤ , Million Gals.....	652	744	908	1,059	1,059	913	13,280
Explosives, Million Lbs.....	90	102	124	144	144	125	1,812
Labor ^⑥ , Thousand Workers.....	323	365	424	441	384	302	5,118

① Does not include reinforcement in concrete culvert pipe. ② Includes steel guard rail, fences, cast iron pipe, pavement joint devices, tubular piling, nails, etc. ③ Does not include cement in concrete culvert pipe. ④ Does not include aggregates in concrete culvert pipe. ⑤ Includes gasoline, diesel oil, lubricating oil, grease, etc. ⑥ On-site requirements assuming 1,600 man-hours per year per worker.

SOURCE: U. S. Bureau of Public Roads.

48,370 Taxicabs Operated in 50 Largest Cities

City	No. of Taxicabs	City	No. of Taxicabs	City	No. of Taxicabs
New York, N. Y.....	11,789	Louisville, Ky.....	495	Norfolk, Va.....	247
Washington, D. C.....	9,500	Kansas City, Mo.....	480	Oakland, Calif.....	234
Chicago, Ill.....	3,750	Indianapolis, Ind.....	452	Columbus, Ohio.....	230
Philadelphia, Pa.....	2,300	Memphis, Tenn.....	430	Portland, Ore.....	225
New Orleans, La.....	1,623	Fort Worth, Texas.....	426	Toledo, Ohio.....	225
Boston, Mass.....	1,525	San Antonio, Texas.....	405	Buffalo, N. Y.....	213
St. Louis, Mo.....	1,345	Miami, Fla.....	371	Atlanta, Ga.....	213
Detroit, Mich.....	1,310	Seattle, Wash.....	355	Birmingham, Ala.....	213
Baltimore, Md.....	1,151	Cincinnati, Ohio.....	316	Dayton, Ohio.....	207
Los Angeles, Calif.....	1,025	Rochester, N. Y.....	312	Syracuse, N. Y.....	201
San Francisco, Calif.....	739	Richmond, Va.....	300	Providence, R. I.....	132
Pittsburgh, Pa.....	618	Jacksonville, Fla.....	290	St. Paul, Minn.....	125
Houston, Texas.....	602	San Diego, Calif.....	286	Long Beach, Calif.....	124
Newark, N. J.....	600	Omaha, Nebr.....	280	Worcester, Mass.....	119
Cleveland, Ohio.....	586	Denver, Colo.....	267		118
Dallas, Texas.....	545	Oklahoma City, Okla.....	258	Jersey City, N. J.....	60
Milwaukee, Wisc.....	505	Minneapolis, Minn.....	248		
				TOTAL, 50 CITIES.....	48,370

SOURCE: American Taxicab Association.

78,200 Taxicabs Traveled 4,748,000,000 Miles in 1954

Year	No. of Taxicabs	Passengers Carried	Gross Revenue	Miles Traveled
1941.....	55,400	966,721,147	\$247,117,161	2,191,790,200
1942.....	50,800	1,288,360,674	367,850,585	2,567,330,400
1943.....	48,464	1,446,138,290	558,108,215	2,642,741,920
1944.....	47,301	1,616,029,819	585,970,948	3,193,709,832
1945.....	48,389	1,649,716,781	588,462,575	3,359,086,777
1946.....	62,905	1,886,925,445	773,929,375	4,293,756,876
1947.....	73,473	1,807,768,679	856,783,435	4,901,067,251
1948.....	82,000	1,966,816,530	866,720,868	5,217,616,729
1949.....	79,741	1,749,499,996	817,316,960	4,927,516,100
1950.....	79,001	1,667,844,620	847,962,960	5,006,827,800
1951.....	78,764	1,577,781,044	881,841,464	4,876,650,266
1952.....	76,402	1,522,558,708	895,069,085	4,808,377,163
1953.....	78,082	1,489,062,417	913,865,534	4,710,300,513
1954.....	78,191	1,404,000,000	882,000,000	4,748,000,000

NOTE: These figures include only taxicabs in regularly organized operation. They do not include cabs operated individually without any control or management, nor do they include so-called "livery" cars.

SOURCE: Cab Research Bureau, Inc., affiliated with National Association of Taxicab Owners.

454,000 Motor Vehicles Produced in Canada in 1955

(SOURCE: Dominion Bureau of Statistics, Ottawa, Canada)

SOURCE: Dominion Bureau of Statistics, Ottawa, Canada

Number and Wholesale Value of Canadian Production

Year	PASSENGER CARS		TRUCKS & BUSES		TOTAL	
	Number	Value	Number	Value	Number	Value
1921	61,098	\$ 53,561,415	5,148	\$ 3,843,288	66,246	\$ 57,404,703
1929	203,307	134,023,280	59,318	29,474,395	262,625	163,497,675
1932	50,694	32,490,129	10,095	6,070,667	60,789	38,560,796
1945	1,868	1,638,118	130,777	167,103,012	132,645	168,741,130
1946	91,871	82,847,330	79,657	81,204,338	171,528	164,051,668
1947	167,257	182,161,183	90,758	116,357,486	258,015	298,518,669
1948	166,819	210,799,512	96,941	137,228,722	263,760	348,028,234
1949	193,556	277,660,998	99,028	146,697,354	292,584	424,358,352
1950	284,076	447,029,182	106,026	163,942,858	390,102	610,972,040
1951	282,714	438,613,532	132,706	212,806,695	415,420	651,420,227
1952	283,534	417,654,448	150,176	253,247,296	433,710	670,901,744
1953	360,385	539,524,001	120,574	199,082,949	480,959	738,606,950
1954	287,191	436,820,440	69,892	122,291,809	357,083	559,112,249
1955**	375,028	610,683,424	78,569	143,455,714	453,697	754,139,138

NOTE: Table above includes wheeled vehicles for military use, but not scout cars or universal carriers.

Canadian Registrations of Motor Vehicles

Dec. 31	Passenger Cars	Motor Trucks	Motor Buses	Other Com.	Total
1940	1,234,637	247,634	3,182	1,997	1,487,450
1941	1,279,536	270,941	3,441	4,389	1,558,307
1942	1,216,950	283,777	4,016	3,592	1,508,335
1945	1,160,058	315,606	5,988	1,235	1,482,887
1946	1,234,006	355,095	5,788	10,411	1,605,300
1947	1,370,173	425,803	6,826	7,028	1,809,830
1948	1,496,384	480,793	7,487	16,240	2,000,904
1949①	1,671,650	535,940	10,078	33,474	2,251,142
1950	1,910,072	617,194	10,004	20,251	2,557,521
1951	2,094,646	688,631	12,090	29,861	2,825,228
1952	2,296,479	770,050	12,021	36,647	3,115,197
1953	2,513,138	825,476	12,162	40,827	3,391,603
1954	2,682,639	869,183	12,692	43,109	3,607,623
1955	2,928,566	930,302	12,485	46,381	3,917,734

Canadian Motor Vehicle Manufacturing Industry

Year	No. of Plants	Ave. No. of Emp.	Salaries and Wages		Exports		Imports	
			Cars	Trucks	Cars	Trucks	Cars	Trucks
1929	17	16,435	\$26,864,808	64,863	36,848	39,446	5,278	
1932	25	8,810	11,435,741	9,800	2,734	1,160	289	
1939	12	14,427	20,573,714	38,548	19,955	16,332	2,120	
1940	10	16,798	31,110,945	18,145	66,047	15,155	1,937	
1941	10	19,597	44,783,064	12,315	130,304	2,672	1,190	
1942	6	24,403	52,281,941	5,283	159,377	327	3,392	
1943	5	24,265	57,569,265	172	165,910	21	3,388	
1944	5	22,499	53,879,982	62	144,151	35	3,249	
1945	6	17,915	43,623,220	44	122,768	236	1,855	
1946	9	21,647	43,968,772	23,451	44,660	18,642	8,697	
1947	9	23,837	58,047,977	41,550	42,215	35,570	7,293	
1948	11	24,703	68,477,721	27,277	20,901	17,037	3,575	
1949	15	27,022	76,684,328	17,469	12,147	35,427	3,270	
1950	19	29,355	94,414,819	24,085	10,249	81,722	6,806	
1951	19	30,479	101,342,774	37,181	23,308	42,631	5,703	
1952	19	31,102	113,607,071	41,666	38,268	34,665	4,328	
1953	20	32,973	131,316,134	27,977	17,245	53,179	5,296	
1954	20	27,949	106,062,439	7,321	3,672	38,509	4,973	
1955**	15	33,428	134,661,758	11,933	6,498	48,546	9,403	

Canadian Automobile Parts and Accessories Industry

Year	No. of Plants	Ave. No. of Emp.	Salaries and Wages		Wholesale Value of Products	Value of Exports		Value of Imports*
			Cars	Trucks		Cars	Trucks	
1929	65	4,708	\$ 6,711,434	\$ 31,965,078	\$ 2,350,232	\$ 44,772,091		
1932	76	3,832	3,874,618	12,161,456	1,846,033	11,588,190		
1940	100	10,441	14,981,791	64,878,624	10,712,365	47,580,369		
1941	102	16,138	25,764,272	124,386,867	20,737,635	71,545,346		
1942	101	21,010	37,011,834	184,499,499	62,960,913	76,420,704		
1943	101	21,631	40,328,567	250,479,983	72,942,858	67,118,013		
1944	104	20,366	38,671,730	160,195,390	139,344,916	80,320,522		
1945	108	17,390	33,115,867	126,562,829	93,852,013	71,731,844		
1946	113	16,179	27,561,067	93,578,142	21,110,039	67,563,246		
1947	128	17,487	36,559,864	131,513,510	20,141,614	103,394,972		
1948	137	16,388	39,226,370	140,068,414	15,339,688	103,791,894		
1949	150	17,898	45,662,602	171,590,042	10,732,295	117,748,017		
1950	151	19,719	56,092,273	226,539,375	12,036,038	162,298,062		
1951	161	21,197	65,283,163	263,138,094	15,763,431	199,580,576		
1952	172	21,791	72,607,789	276,785,167	18,548,647	194,792,543		
1953	179	23,335	81,186,799	307,676,670	16,999,484	226,666,842		
1954	180	18,363	65,540,443	239,108,407	15,374,579	183,568,869		
1955**	182	—	75,191,000	284,011,000	20,332,556	250,203,409		

* Does not include car and truck engines and parts imported.

** Preliminary

① Newfoundland included for first time: Passenger cars, 9,022; Trucks, 4,098; Buses, 312 and other commercial 297.

Local Rural and Urban Highway Receipts \$2.5 Billions

37% from Highway User Imposts, Tolls and Parking Fees

Receipts of Local Rural and Urban Units for Roads and Streets, 1953

Local Revenue	Local Rural Units		Incorporated and Other Urban Places		Total Local Units	
	(000)	%	(000)	%	(000)	%
Property Taxes						
Road, Street and Bridge Levies	\$ 397,544	29.9	\$ 123,949	10.5	\$ 521,493	20.8
Special Assessments	5,821	.4	71,870	6.1	77,691	3.1
General Fund Appropriations	104,217	7.8	380,907	32.4	485,124	19.4
Local Highway User Imposts ^①	3,404	.3	48,556	4.1	51,960	2.1
Tolls	13,238	1.0	41,610	3.5	54,848	2.2
Parking Meter Fees	—	—	②1,943	1.9	②1,943	.9
Miscellaneous	40,576	3.1	45,690	3.9	86,266	3.4
Total Local Revenue	\$ 564,800	42.5	\$ 734,525	62.4	\$ 1,299,325	51.8
Transfers						
From Urban Places	\$ 1,102	.1	—	—	\$ 1,102	*
From Local Rural Units	—	—	\$ 10,001	.9	10,001	.4
From State	591,407	44.5	196,732	16.7	788,139	31.4
Other ^②	28,036	2.1	7,079	.6	35,115	1.4
From Federal Government ^③	18,111	1.4	627	.1	18,738	.7
Total Transfers	\$ 638,656	48.1	\$ 214,439	18.2	\$ 853,095	34.0
Borrowings						
Long Term	\$ 108,891	8.2	\$ 196,834	16.7	\$ 305,725	12.2
Short Term	16,741	1.3	31,057	2.6	47,798	1.9
Total Borrowings	\$ 125,632	9.5	\$ 227,891	19.4	\$ 353,523	14.1
Total Receipts	\$ 1,329,088	100.0	\$ 1,176,855	100.0	\$ 2,505,943	100.0

① County motor fuel and wheel taxes, local motor fuel, wheel registration, and other taxes and fees.

② Appropriations from state general funds for local roads, and proceeds of state sales, liquor, cigarette, chain store and other taxes.

③ Includes national forest earnings apportioned to counties, payments in lieu of taxes, and other miscellaneous payments. Does not include Federal Aid secondary road or urban highway funds.

④ Incomplete.

31% of Local Road and Street Expenditures Used for Construction

Disbursement of Local Rural and Urban Units for Roads and Streets, 1953

Local Rural Roads ^①	Local Rural Units		Incorporated and Other Urban Places		Total Local Units	
	(000)	%	(000)	%	(000)	%
Current Direct Expenditures						
Right of Way ^②	\$ 9,898	.8	—	—	\$ 9,898	.4
Construction	358,658	27.7	—	—	358,658	14.6
Maintenance	642,196	49.5	\$ 34	*	642,230	26.2
Miscellaneous ^③	55,843	4.3	—	—	55,843	2.3
Interest	26,572	2.0	—	—	26,572	1.1
Transfers to State	27,348	2.1	—	—	27,348	1.1
Debt Retirement	97,562	7.5	—	—	97,562	4.0
Total Local Rural Roads	\$ 1,218,077	93.9	\$ 34	*	\$ 1,218,111	49.7
State Highways ^④						
Current Direct Expenditures						
Right of Way ^②	\$ 9,808	.8	\$ 7,146	.6	\$ 16,954	.7
Construction	3,800	.3	2,944	.3	6,744	.3
Maintenance	4,667	.4	847	.1	5,514	.2
Interest	1,182	.1	—	—	1,182	.0
Transfers to State	13,506	1.0	8,331	.7	21,837	.9
Debt Retirement	4,009	.3	—	—	4,009	.2
Total State Highways	\$ 36,972	2.9	\$ 19,268	1.7	\$ 56,240	2.3
Urban Streets ^⑤						
Current Direct Expenditures						
Right of Way ^②	\$ 3,276	.3	\$ 18,093	1.6	\$ 21,369	.9
Construction	15,753	1.2	385,560	33.4	401,313	16.4
Maintenance	2,104	.2	429,907	37.3	432,011	17.6
Miscellaneous ^③	—	—	77,745	6.7	77,745	3.2
Interest	—	—	47,759	4.1	47,759	1.9
Transfers to State	—	—	8,701	.8	8,701	.4
Transfers to Urban Places	9,906	.8	—	—	9,906	.4
Transfers to Local Rural Units	—	—	1,180	.1	1,180	*
Debt Retirement	—	—	148,774	12.9	148,774	6.1
Total Urban Streets	\$ 31,039	2.4	\$ 1,117,719	96.9	\$ 1,148,758	46.9
Total Highway Disbursements	\$ 1,286,088	99.1	\$ 1,137,021	98.6	\$ 2,423,109	98.9
Non-Highway Purposes	11,157	.9	16,477	1.4	27,634	1.1
Total Disbursements	\$ 1,297,245	100.0	\$ 1,153,498	100.0	\$ 2,450,743	100.0

① The classification by systems is not exact, as local records are often inadequate.

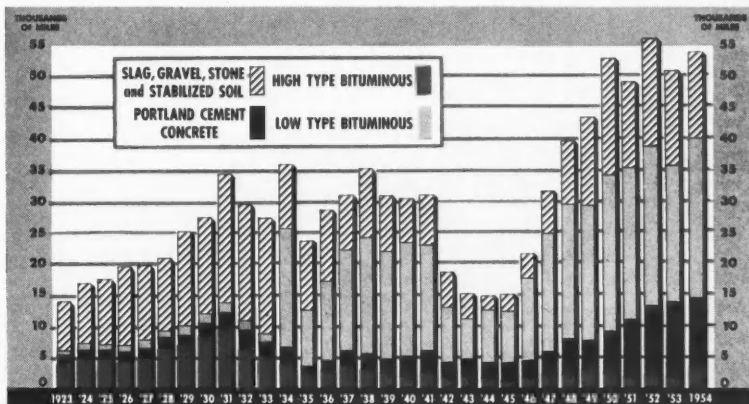
② Identifiable expenditures for right of way. Some such expenditures are probably included with expenditures for construction, maintenance and miscellaneous purposes.

③ Includes administration, engineering and other miscellaneous payments.

* Less than .1 per cent.

SOURCE: U. S. Bureau of Public Roads, Tables FL-R-1, UFR-1, LF-D-1 and 2, and UF-D-1 and 2.

States Built 53,040 Miles of Surfaced Highways in 1954



Surfaced Roads Built by State Highway Departments*

	Portland Cement Concrete ①	High Type Bituminous	Low Type Bituminous	Slag, Gravel, Stone and Stabilized Soil	Total
1941.....	2,235	4,204	16,564	8,035	31,038
1942.....	1,471	2,855	8,700	5,335	18,361
1943.....	1,155	3,495	7,121	3,661	15,432
1944.....	668	3,444	8,699	1,919	14,730
1945.....	455	3,598	8,655	2,287	14,995
1946.....	781	4,180	11,956	4,356	21,273
1947.....	1,258	5,133	18,079	7,057	31,527
1948.....	1,588	6,443	21,301	10,619	39,951
1949.....	1,575	6,204	21,192	13,876	42,847
1950.....	1,380	8,245	24,934	17,564	52,123
1951.....	1,258	9,740	24,036	13,906	48,940
1952.....	1,536	11,201	25,927	16,741	55,405
1953.....	1,446	11,786	22,073	15,340	50,647
1954.....	2,543	11,762	25,234	13,501	53,040

* Includes mileage built by state highway departments on county, local, and city roads and streets not under state control in a few states, and on forest, park, and institutional roads.

① Includes negligible amounts of other high-type surfaces.

SOURCE: U. S. Bureau of Public Roads (Tables SMB-1A, 2, 3, 4, and 5).

93% of State Highway Mileage is Surfaced

Existing Mileage of State-Administered Roads and Streets

	1940		1946		1953		1954	
	Miles	%	Miles	%	Miles	%	Miles	%
Non-surfaced.....	102,461	18.6	92,584	16.0	51,017	8.0	48,319	7.5
Soil surfaced, slag, gravel or stone	137,927	25.0	136,680	23.6	128,854	20.2	125,907	19.4
Bituminous.....	209,040	37.9	251,018	43.3	377,596	59.1	394,690	60.9
Portland cement concrete, brick, or block.....	98,818	17.9	95,728	16.5	82,071	12.8	78,747	12.2
Dual type.....	2,788	.5	3,400	.6	—	—	—	—
Unclassified.....	732	.1	—	—	—	—	—	—
Total.....	551,766	100.0	579,410	100.0	639,538	100.0	647,663	100.0
Percent Surfaced.....	81.4		84.0		92.0		92.5	

* Dual type mileage included with predominant type of the two or more surfaces involved.

SOURCE: U. S. Bureau of Public Roads.

3,395,000 Miles of Roads and Streets in U. S.

Classified by System and Type of Surface, 1954

System in Thousands of Miles	NONSUR- FACED MILEAGE (1)	Low Type (2)	SURFACED Inter- mediate (3)	High Type (4)	Total Sur- faced	TOTAL
Rural Mileage						
Under State Control						
State primary systems	7	38	131	203	372	379
State secondary systems	7	29	35	18	82	89
County roads under state control (5)	29	56	34	10	100	129
State parks, forests, reservations, etc. (6)	5	2	1	2	5	10
Total	48	125	201	233	559	607
Under Local Control						
County roads	776	766	163	37	966	1,742
Town and township roads	207	285	50	20	354	561
Other local roads	23	4	1	—	5	28
Total	1,006	1,054	214	57	1,325	2,331
Under Federal Control						
National parks, forests, reservations, etc. (6)	70	19	2	1	22	92
TOTAL RURAL	1,124	1,198	417	291	1,906	3,030
Urban Mileage						
Under State Control						
Urban extensions of state highways	—	1	9	31	41	41
Under Local Control						
City streets	43	75	101	105	281	324
TOTAL URBAN	43	76	110	136	322	365
TOTAL U. S.	1,167	1,274	527	427	2,228	3,395

(1) Non surfaced mileage includes primitive and unimproved and graded and drained roads.

(2) Consists of silt, stabilized soil, and gravel or stone surfaces. (3) Consists of bituminous treated and mixed surfaces.

(4) Consists of bituminous penetration, bituminous concrete, sheet asphalt, Portland cement concrete, brick, and black surfaces. (5) County roads under state control in Alabama (4 counties), Delaware, North Carolina, Virginia (all but 2 counties), and West Virginia. (6) Graded and drained classification includes primitive and unimproved mileage.

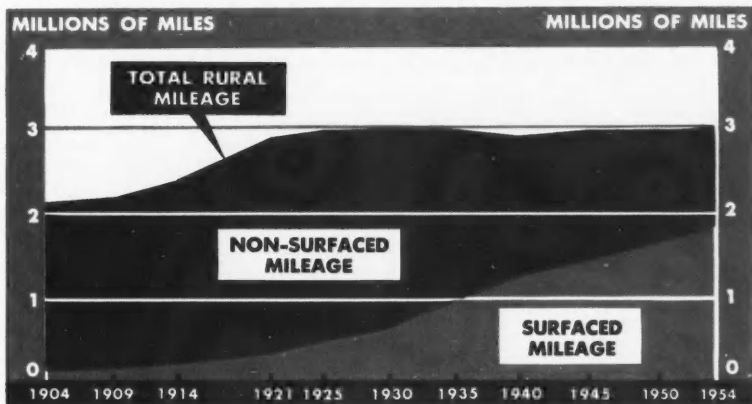
SOURCE: U. S. Bureau of Public Roads, Table M-2.

Road and Street Mileage by States, 1954

State	Non-Surfaced	Surfaced	Total	State	Non-Surfaced	Surfaced	Total
Ala.	16,701	51,849	68,550	Nev.	23,697	7,776	31,473
Ariz.	17,770	12,646	30,415	N. H.	3,030	10,645	13,675
Ark.	36,365	40,560	76,925	N. J.	3,874	25,133	29,007
Calif.	44,097	92,659	136,756	N. M.	50,521	12,044	62,565
Colo.	46,783	28,648	75,431	N. Y.	1,127	102,710	103,837
Conn.	298	15,191	15,489	N. C.	14,494	61,926	76,420
Dela.	749	3,639	4,388	N. D.	82,012	36,092	118,104
Fla.	23,543	32,662	56,205	Ohio	2,053	96,452	98,505
Ga.	50,970	43,709	94,679	Okla.	57,045	42,333	99,378
Idaho	18,417	23,351	41,768	Ore.	23,784	37,421	61,205
Ill.	14,397	108,570	122,967	Penn.	29,833	75,729	105,562
Ind.	9,319	88,688	98,007	R. I.	402	3,716	4,118
Iowa	22,260	98,908	112,168	S. C.	25,452	27,503	52,955
Kans.	68,013	65,699	133,712	S. D.	53,356	38,350	91,706
Ky.	20,702	42,428	63,130	Tenn.	7,562	62,503	70,065
La.	14,634	32,136	46,770	Texas	104,608	121,662	226,270
Maine	41	20,540	20,581	Utah	15,278	16,063	31,341
Md.	1,543	18,371	19,914	Vt.	2,648	11,146	13,794
Mass.	1,044	23,698	24,742	Va.	2,830	51,997	54,827
Mich.	23,836	83,897	107,733	Wash.	16,453	42,658	59,111
Minn.	22,603	100,123	122,726	W. Va.	13,547	22,753	36,300
Miss.	18,896	46,717	65,613	Wis.	8,517	87,772	96,289
Mo.	22,127	88,169	110,296	Wyo.	20,250	10,696	30,946
Mont.	49,458	22,932	72,390	D. of C.	162	1,038	1,200
Nebr.	60,104	44,448	104,552				
				Total	1,167,205	2,227,356	3,394,561

SOURCE: U. S. Bureau of Public Roads, Table M-3.

63 Percent of Rural Roads Are Surfaced



Existing Rural Road Mileage in U. S. 3,030,000

Year Ending	SURFACED MILEAGE			Percent Surfaced	NON-SURFACED MILEAGE			Total	TOTAL MILEAGE			Total (000)
	State Control (000)	Local Control (000)	Total (000)		State Control (000)	Local Control (000)	Total (000)		State Control (000)	Local Control (000)	Total (000)	
1904.....	—	—	154	7.2	—	—	1,997	—	—	—	—	2,151
1909.....	—	—	190	8.6	—	—	2,010	—	—	—	—	2,200
1914.....	—	—	257	10.5	—	—	2,188	—	—	—	—	2,445
1921.....	84	303	387	13.2	119	2,419	2,538	203	2,722	—	—	2,925
1925.....	145	376	521	17.3	130	2,355	2,485	275	2,731	3,006	—	3,006
1935.....	319	744	1,063	35.1	71	1,898	1,969	390	2,642	3,032	—	3,032
1945.....	451	1,031	1,495*	49.6	93	1,367	1,517*	544	2,398	3,012*	—	3,012*
1951.....	526	1,180	1,723*	57.7	66	1,141	1,264*	592	2,321	2,987*	—	2,987*
1952.....	540	1,224	1,782*	59.5	59	1,094	1,211*	599	2,318	2,993*	—	2,993*
1953.....	550	1,285	1,855*	61.6	50	1,037	1,157*	600	2,322	3,012*	—	3,012*
1954.....	559	1,325	1,906*	62.9	48	1,006	1,124*	607	2,331	3,030*	—	3,030*

* Includes mileage under Federal control in national parks, forests, etc.

SOURCE: U. S. Bureau of Public Roads (Tables RM-200, RM-2, and M-2).

Revenues and Expenditures for Streets and Highways in Large Cities*

In Thousands	1948	1949	1950	1951	1952	1953	1954
Revenues (Certain Types Only):							
Taxes on Motor Fuel.....	\$ 8,393	\$ 9,283	\$10,147	\$10,993	\$11,455	\$13,669	\$13,856
Vehicle & Operator Licenses.....	13,161	14,483	15,854	17,296	30,708	32,464	33,985
Parking Meters (On Street).....	3,838	5,113	7,231	9,243	11,870	14,287	18,106
Toll Facilities.....	—	—	—	27,188	32,290	34,738	36,281
Highway Aid from State.....	44,366	60,824	59,493	69,458	79,424	92,502	96,067
Expenditures:							
Capital Outlay^①:							
Regular Highways.....	—	—	—	161,399	187,184	197,439	192,455
Toll Facilities.....	—	—	—	17,414	5,385	6,052	15,761
Total.....	\$110,647	\$146,430	\$162,984	\$178,813	\$192,569	\$203,491	\$208,216
Current Operation:							
Regular Highways.....	—	—	—	136,566	139,163	151,540	161,813
Toll Facilities.....	—	—	—	10,073	10,922	11,843	11,421
Total.....	\$118,219	\$121,531	\$124,879	\$146,639	\$150,085	\$163,383	\$173,234

① "Capital Outlay" includes "New Construction" plus purchase of land and existing structures, and equipment. Capital expenditures for street lighting, snow removal, sidewalks and curbs are included.

* Data for 1949 and earlier years cover 37 cities having over 250,000 inhabitants in 1940. Data for 1950 are on basis of 1950 population count and cover 39 cities in the over 250,000 group, 1951, 1952 and 1953 data cover 41 cities.

SOURCE: U. S. Department of Commerce, Bureau of Census, Government Division.

Motor Trucks Haul Large Volume

Truck Receipts of Farm Products at Important Markets

	NUMBER			PERCENT OF ALL SHIPMENTS		
	1953	1954	1955	1953	1954	1955
Fruits and Vegetables (Carlots)						
Atlanta.....	21,421	22,243	21,949	81.2	82.8	83.7
Baltimore.....	16,727	16,878	16,621	53.9	54.0	50.6
Boston.....	19,608	21,034	18,337	40.5	42.6	38.8
Chicago.....	17,732	19,116	21,468	23.2	25.4	28.3
Cincinnati.....	—	4,791	6,209	—	28.0	31.1
Cleveland.....	8,104	8,529	8,662	29.7	32.0	33.4
Dallas.....	6,591	6,256	9,911	49.9	50.4	62.4
Denver.....	7,505	8,412	10,000	57.5	59.5	66.7
Detroit.....	5,485	6,242	7,472	14.8	16.5	19.3
Fort Worth.....	4,565	3,167	4,079	67.0	66.0	72.0
Kansas City.....	4,362	5,518	5,994	26.1	32.9	37.9
Los Angeles.....	96,793	102,983	105,056	90.7	92.4	92.4
New Orleans.....	5,142	5,949	6,172	48.7	54.5	57.0
New York.....	72,836	74,118	63,495	46.6	47.6	44.3
Oakland.....	12,357	12,884	12,972	76.4	78.7	79.9
Philadelphia.....	34,949	35,541	34,856	52.4	53.2	52.2
Pittsburgh.....	11,422	11,023	11,874	34.4	34.4	36.6
St. Louis.....	6,963	8,573	9,166	26.7	31.7	34.4
San Francisco.....	18,001	17,717	16,598	81.8	82.4	82.5
Seattle.....	2,302	9,457	9,955	60.8	59.1	58.3
Washington, D. C.....	8,524	8,401	9,960	60.3	58.6	62.1
Total.....	388,389	408,832	410,806	50.8	52.1	52.5
Butter (1,000 lbs.)						
Atlanta.....	2,409	2,379	2,516	96.5	94.3	95.2
Boston.....	10,801	10,450	12,266	43.6	41.0	47.6
Chicago.....	212,378	271,652	255,367	87.3	89.4	92.8
Cleveland.....	6,061	7,030	8,869	35.5	52.3	71.9
Detroit.....	24,335	26,665	27,519	87.7	84.8	85.2
Los Angeles.....	24,747	32,940	38,224	63.5	70.0	66.1
New York.....	81,220	89,414	94,944	49.1	53.3	57.0
Philadelphia.....	15,393	15,873	15,876	66.6	38.9	43.1
Pittsburgh.....	3,828	6,519	7,104	42.6	57.2	82.9
St. Louis.....	6,540	4,347	1,692	74.3	48.3	36.0
San Francisco.....	21,064	25,685	25,545	81.4	79.0	61.3
Total.....	406,776	492,954	489,922	67.9	72.0	73.7
Shell Eggs (1,000 Cases)						
Atlanta.....	671	520	618	100.0	100.0	100.0
Baltimore.....	748	833	876	99.9	100.0	100.0
Boston.....	1,325	1,490	1,435	99.7	99.9	100.0*
Chicago.....	3,018	3,649	3,939	99.7	99.8	99.0
Cincinnati.....	517	558	532	100.0	100.0	100.0
Cleveland.....	635	736	748	99.8	100.0	100.0
Detroit.....	1,379	1,584	1,717	100.0	100.0	100.0
Los Angeles.....	1,998	2,189	2,235	99.9	100.0*	99.9
New York.....	5,035	4,964	4,819	99.6	99.8	99.7
Philadelphia.....	1,258	1,288	1,299	99.8	99.9	99.8
Pittsburgh.....	496	662	638	100.0	100.0	99.8
St. Louis.....	1,078	1,134	870	99.4	99.4	100.0
San Francisco.....	843	777	727	99.3	99.7	99.9
Total.....	19,001	20,384	20,453	99.7	99.8	99.7
Frozen Eggs (1,000 lbs.)						
Boston.....	5,467	6,220	5,963	95.8	99.4	99.3
Chicago.....	21,916	16,384	26,991	98.3	94.0	99.4
Cleveland.....	939	1,018	861	59.5	99.8	100.0
Detroit.....	4,022	4,069	5,383	99.2	66.8	100.0
New York.....	14,078	16,318	16,809	91.2	94.3	96.1
Philadelphia.....	7,403	10,212	8,995	68.9	82.1	75.4
Pittsburgh.....	1,707	1,931	1,903	72.6	66.8	85.1
St. Louis.....	2,723	3,846	3,897	100.0	97.9	99.2
Total.....	58,255	60,078	70,802	89.8	89.1	94.4

* Less than 0.1% received by railroad.

Volume of Farm Products to Market

Nearly All Poultry and Eggs Hauled by Truck

Live Poultry (1,000 lbs.)	NUMBER			PERCENT OF ALL SHIPMENTS		
	1953	1954	1955	1953	1954	1955
Atlanta.....	35,423	47,241	54,991	100.0	100.0	100.0
Boston.....	9,499	9,268	8,217	100.0	100.0	100.0
Chicago.....	35,142	32,487	26,168	99.5	99.7	99.9
Cincinnati.....	22,511	17,161	18,359	100.0	100.0	100.0
Cleveland.....	11,043	12,380	12,206	100.0	100.0	100.0
Detroit.....	34,373	26,547	15,354	100.0	100.0	100.0
Philadelphia.....	19,437	18,486	16,337	99.6	99.9	99.8
Pittsburgh.....	3,654	3,229	2,703	99.6	100.0	100.0
St. Louis.....	27,052	28,611	18,261	99.8	99.9	100.0
San Francisco.....	19,372	16,869	16,717	100.0	100.0	100.0
Total.....	217,506	212,279	189,313	99.8	99.9	99.9

Dressed Poultry (1,000 lbs.)						
Atlanta.....	3,641	4,020	3,497	98.0	87.3	96.1
Boston.....	55,194	58,315	5,784	72.9	80.5	85.2
Chicago.....	121,966	128,083	139,340	92.4	92.3	95.5
Cincinnati.....	12,014	13,962	15,530	99.7	99.5	99.3
Cleveland.....	22,723	33,161	36,699	75.5	93.1	96.4
Detroit.....	37,605	49,595	58,930	97.9	96.6	98.2
Los Angeles.....	8,494	14,590	25,514	51.2	80.8	92.8
New York.....	278,433	272,297	314,045	84.8	90.2	92.4
Philadelphia.....	36,147	47,456	53,275	75.9	83.5	89.0
Pittsburgh.....	15,432	24,587	27,325	92.0	98.0	96.5
St. Louis.....	21,781	25,332	26,085	98.5	91.0	97.4
San Francisco.....	17,718	22,309	26,030	71.9	93.2	97.4
Total.....	631,148	693,707	779,112	84.4	91.2	94.0

Cheese (1,000 lbs.)						
Atlanta.....	12,515	39,490	50,013	88.1	61.2	74.8
Boston.....	1,525	810	775	14.5	4.1	4.7
Chicago.....	89,955	83,816	86,096	64.8	66.9	77.9
Cleveland.....	2,999	3,214	4,241	22.0	26.7	32.9
Detroit.....	13,453	10,146	9,838	71.4	61.7	57.9
Los Angeles.....	9,386	11,453	12,896	24.8	33.0	34.2
New York.....	4,343	5,232	3,576	6.5	8.2	6.2
Philadelphia.....	3,971	6,774	7,657	11.4	18.5	20.1
Pittsburgh.....	871	9,197	6,665	7.9	60.6	33.7
St. Louis.....	18,219	10,726	7,233	75.4	70.5	59.4
San Francisco.....	9,206	12,697	11,003	47.5	51.6	44.4
Total.....	166,443	193,555	199,993	42.7	45.2	48.4

SOURCE: U.S. Department of Agriculture.

12 of 62 Major Markets Receive All Livestock by Truck

Over Half of Major Markets Receive 90% or More by Truck

Market	Hauled by Truck (In Carlot Equivalents)	Percent Trucked	Market	Hauled by Truck (In Carlot Equivalents)	Percent Trucked
Amarillo, Texas.....	6,909	85.0	Muncie, Ind.....	2,080	100.0
Baltimore, Md.....	7,463	77.2	Nashville, Tenn.....	7,449	100.0
Billings, Mont.....	3,354	46.0	New Orleans, La.....	4,871	96.8
Boston, Mass.....	4,507	100.0	New York, N. Y.....	2,041	13.4
Buffalo, N. Y.....	2,834	25.5	No. Salt Lake City, Utah.....	2,682	17.8
Bushnell, Ill.....	1,089	100.0	Ogden, Utah.....	7,879	36.4
Chattanooga, Tenn.....	1,471	100.0	Oklahoma City, Okla.....	33,737	98.0
Chicago, Ill.....	100,289	91.1	Omaha, Nebr.....	102,013	91.2
Cincinnati, Ohio.....	15,402	87.9	Parsons, Kans.....	2,889	100.0
Cleveland, Ohio.....	9,784	70.6	Peoria, Ill.....	14,496	95.8
Clovis, N. M.....	7,211	96.6	Philadelphia, Pa.....	813	22.1
Columbia, S. C.....	1,026	100.0	Pittsburgh, Pa.....	3,432	16.4
Columbus, Ohio.....	2,947	95.0	Portland, Ore.....	6,949	71.7
Dayton, Ohio.....	1,348	97.0	Pueblo, Colo.....	405	9.8
Denver, Colo.....	39,014	78.3	Richmond, Va.....	4,698	85.6
Detroit, Mich.....	10,591	62.0	St. Joseph, Mo.....	40,370	91.0
Evansville, Ind.....	6,670	100.0	St. Louis (Nat'l Stock Yds.).....	58,140	86.9
Fort Smith, Ark.....	5,285	99.8	St. Louis, Mo.....	3,872	88.7
Fort Wayne, Ind.....	1,111	100.0	San Antonio, Texas.....	15,652	87.2
Fort Worth, Texas.....	40,427	93.8	Sioux City, Iowa.....	60,914	89.3
Houston, Texas.....	7,845	98.1	Sioux Falls, S. D.....	23,741	99.3
Indianapolis, Ind.....	33,463	96.9	St. Paul, Minn.....	74,210	92.4
Jersey City, N. J.....	384	3.7	So. San Francisco, Calif.....	6,037	78.5
Joplin, Mo.....	3,701	100.0	Spokane, Wash.....	3,363	69.1
Kansas City, Mo.....	42,235	60.8	Springfield, Ill.....	1,833	100.0
Knoxville, Tennessee.....	3,111	98.6	Springfield, Mo.....	11,653	99.7
Lancaster, Pa.....	6,572	71.9	Stockton, Calif.....	4,416	95.4
Los Angeles, Calif.....	14,419	76.5	Tulsa, Okla.....	5,873	100.0
Louisville, Ky.....	12,991	96.0	West Fargo, N. D.....	16,282	98.6
Memphis, Tennessee.....	12,177	96.3	Wichita, Kans.....	18,594	98.2
Milwaukee, Wis.....	25,377	96.9			
Montgomery, Ala.....	6,525	57.8			
			Total 62 Markets.....	982,919	82.0

SOURCE: U. S. Department of Agriculture

82% of Livestock Receipts of Stockyards Hauled by Truck

THOUSANDS OF HEAD	By Truck	Total Receipts	Percent Trucked	By Truck	Total Receipts	Percent Trucked
		Cattle			Hogs	
1941.....	10,491	15,228	68.9	21,607	30,659	70.5
1949.....	13,503	18,828	71.7	25,391	33,118	76.7
1950.....	13,564	17,896	75.8	27,835	35,190	79.1
1951.....	12,828	17,016	75.4	30,977	38,722	80.0
1952.....	14,336	18,942	75.7	30,921	38,017	81.3
1953.....	17,837	22,374	79.7	25,258	29,638	85.2
1954.....	18,771	23,195	80.9	25,219	29,043	86.8
1955.....	18,573	22,507	82.5	29,758	34,204	87.0
		Calves			Sheep and Lambs	
1941.....	4,132	6,128	67.4	7,754	22,817	34.0
1949.....	4,290	5,741	74.7	7,004	15,843	44.2
1950.....	4,053	5,213	77.7	6,821	15,433	44.2
1951.....	3,735	4,722	79.1	6,171	13,718	45.0
1952.....	3,848	4,786	80.4	7,702	15,772	48.8
1953.....	4,636	5,630	82.3	8,308	15,960	52.1
1954.....	4,768	5,837	82.0	8,205	15,573	52.7
1955.....	4,269	5,036	84.8	8,287	15,332	54.1
		Total Livestock (Carlot Equivalents)				
	Receipts by Truck	Receipts by Rail	Total Receipts	Percent Trucked		
1939.....	543,588	376,091	919,679	59.1		
1940.....	599,073	360,651	959,724	62.4		
1941.....	634,971	337,150	972,121	65.3		
1949.....	767,473	310,338	1,077,811	71.2		
1950.....	780,479	265,617	1,046,096	74.6		
1951.....	765,949	254,840	1,020,789	74.5		
1952.....	828,597	266,896	1,095,493	75.6		
1953.....	934,069	245,521	1,179,590	79.2		
1954.....	969,682	236,773	1,206,455	80.4		
1955.....	982,919	216,320	1,199,239	82.0		

SOURCE: U. S. Department of Agriculture.

Auto Industry Purchases 23% of All Steel

Materials Consumed by Automobile Industry, 1955

	U. S. Total Consumption	Automotive Consumption	Percent Automotive
Steel (tons)			
Strip	3,768,671	1,460,032	38.7
Bar	10,562,417	3,336,522	31.6
Sheet	23,827,676	11,753,493	49.3
Alloy (other than stainless)	5,504,454	2,122,267	38.6
Stainless	646,381	142,801	22.1
All Forms	81,134,367	18,721,880	23.1
Malleable Iron (tons)	1,105,000	620,000	56.1
Copper (tons)	1,800,000	180,000	10.0
Lead (short tons)	1,205,700	491,200 ^①	40.7
Zinc (tons)	1,113,968	324,000	29.1
Nickel (pounds)	214,677,000	44,980,000	21.0
Aluminum (permanent mold castings only)	—	—	71.2
Rubber (long tons)			
Natural	632,463	409,574 ^②	64.8
Synthetic	892,785	550,282 ^②	61.6
Upholstery Leather (square feet)	45,600,000	32,600,000	71.5
Cotton (478 pound bales)	9,125,130	363,880	4.0

① Includes amount used in tetraethyl lead and in replacement batteries.

② Includes all rubber products classified as "Transportation Products", but does not include "Mechanical Rubber Goods," such as rubber weather stripping, grommets, motor mounts used in automobiles.

54% of All Die Castings Used in Motor Vehicles

Sales of Die Castings by Job Shops

	Total Sales (Pounds)	Motor Vehicle Use (Pounds)	Percent Motor Vehicles
Zinc Die Castings	550,000,000	327,000,000	59.6%
Aluminum Die Castings	270,000,000	117,000,000	43.3
Magnesium Die Castings	5,200,000	1,950,000	37.5
TOTAL	825,200,000	445,950,000	54.0%

NOTE: Die castings made for captive use not included.

SOURCE: American Die Casting Institute.

One Out of Every Six Patents Issued Is Automotive

Year	Total Patents Issued ^①	Auto- motive Total ^②	Percent Auto- motive	Year	Total Patents Issued ^①	Auto- motive Total ^②	Percent Auto- motive
1939	48,681	8,042	16.5	1948	27,941	4,406	15.8
1940	48,391	7,413	15.3	1949	39,598	5,719	14.4
1941	47,606	7,730	16.2	1950	47,790	7,219	15.1
1942	42,193	6,926	16.4	1951	48,658	7,950	16.3
1943	33,301	5,501	16.5	1952	51,082	7,435	14.6
1944	30,987	5,200	16.8	1953	43,129	7,748	18.0
1945*	29,224	4,918	16.8	1954	33,872	6,912	20.4
1946	24,597	4,140	16.8	1955	33,192	5,590	16.8
1947	22,251	3,512	15.8	1899-1955	2,260,551	413,552	18.3

Number of patents issued annually from 1899 to 1938 was published on page 43 of the 1939 edition of "Automobile Facts and Figures."

① SOURCE: Patent Office Gazette. Figures include design patents, but not patents for plants or reissue patents.

② Represents patents selected for Patent Library, Automobile Manufacturers Association, relating to motor vehicles, their mechanical design, esthetic design, manufacture, repair parts, accessories, lubricants and fuels, as well as special machines and processes for making all or any of same.

*In 1945 and later years, figures on automotive patents do not include patents on fuels, lubricants and tires.

44,386 Car and Truck Dealers in United States

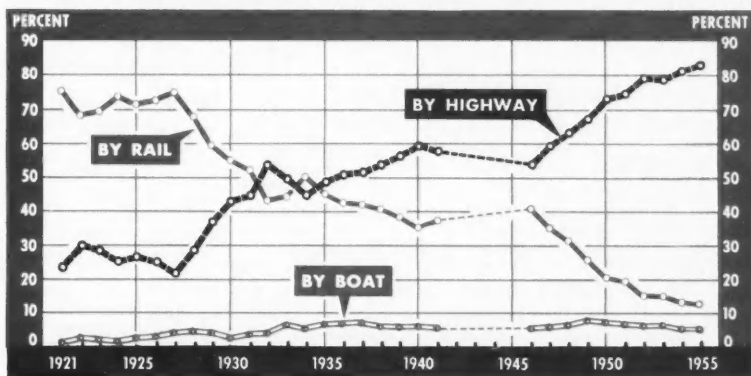
	Whole- salers	Car and Truck Dealers	Passenger Car Dealers	Truck Dealers ①	Independent Repair Shops	All Retail Outlets ②
Alabama.....	161	584	516	439	811	1,395
Arizona.....	86	214	187	164	677	891
Arkansas.....	153	551	490	430	698	1,249
California.....	908	2,219	2,004	1,446	8,249	10,468
Colorado.....	106	477	448	364	1,075	1,552
Connecticut.....	113	568	506	347	1,174	1,742
Delaware.....	21	103	95	69	280	383
Florida.....	224	692	641	456	2,123	2,815
Georgia.....	193	804	761	600	1,116	1,920
Idaho.....	75	352	316	305	510	862
Illinois.....	495	2,673	2,375	1,642	5,042	7,715
Indiana.....	264	1,361	1,252	934	2,298	3,659
Iowa.....	238	1,398	1,265	1,058	1,617	3,015
Kansas.....	170	1,054	955	809	1,115	2,169
Kentucky.....	175	787	722	601	953	1,740
Louisiana.....	133	566	528	401	608	1,174
Maine.....	58	361	335	270	583	944
Maryland.....	103	459	438	294	1,078	1,537
Massachusetts.....	220	1,115	1,075	664	1,871	2,986
Michigan.....	340	1,752	1,677	1,141	3,520	5,272
Minnesota.....	176	1,515	1,428	1,101	1,966	3,481
Mississippi.....	118	655	599	479	435	1,090
Missouri.....	273	1,189	1,094	839	1,734	2,923
Montana.....	62	436	383	369	454	890
Nebraska.....	133	757	689	581	890	1,647
Nevada.....	24	98	90	78	169	267
New Hampshire.....	32	253	236	163	317	570
New Jersey.....	247	1,145	1,041	746	3,749	4,894
New Mexico.....	79	238	222	191	499	737
New York.....	535	2,780	2,564	1,649	7,841	10,621
North Carolina.....	241	994	916	654	1,424	2,418
North Dakota.....	56	526	471	444	390	916
Ohio.....	463	2,187	2,051	1,374	3,823	6,010
Oklahoma.....	215	868	799	643	1,055	1,923
Oregon.....	188	538	505	392	1,260	1,798
Pennsylvania.....	575	3,049	2,812	1,747	6,970	10,019
Rhode Island.....	39	187	180	98	576	763
South Carolina.....	102	448	423	314	656	1,104
South Dakota.....	59	516	459	383	460	976
Tennessee.....	182	717	659	489	996	1,713
Texas.....	614	2,545	2,322	1,683	3,768	6,313
Utah.....	81	240	212	162	583	823
Vermont.....	24	183	171	120	249	432
Virginia.....	157	930	867	607	1,327	2,257
Washington.....	232	736	668	534	2,027	2,763
West Virginia.....	105	573	534	397	751	1,324
Wisconsin.....	191	1,685	1,519	1,163	1,509	3,194
Wyoming.....	37	228	213	162	257	485
Dist. of Columbia.....	26	80	73	53	240	320
Total—1956.....	9,502	44,386	40,786	30,049	81,773	126,159
Total—1955.....	9,446	45,704	42,340	29,189	77,881	123,585
Total—1941.....	6,575	41,790	39,833	24,992	49,208	95,296

① Includes dealers also handling passenger cars.

② "All Retail Outlets" include passenger car and truck dealers, independent repair shops, super service stations, and wrecking and body establishments.

SOURCE: Chilton Publishing Company, number of dealers as of January, 1956.

82% of Motor Vehicles Shipped from Factories by Highway



Methods of Shipping Motor Vehicles from Factories

Year	HIGHWAY		RAILROAD		BOAT		Total Motor Vehicles Shipped
	Number	Per-cent	Number	Per-cent	Number	Per-cent	
1921	372,764	23.0	1,221,045	75.6	22,310	1.4	1,616,119
1922	751,347	29.5	1,734,609	68.2	58,220	2.3	2,544,176
1923	1,142,315	28.3	2,810,110	69.7	81,587	2.0	4,034,012
1924	894,825	24.8	2,652,216	73.6	55,499	1.6	3,602,540
1925	1,120,780	26.3	3,041,892	71.3	103,158	2.4	4,265,830
1926	1,066,819	24.8	3,123,345	72.6	110,770	2.6	4,300,934
1927	738,839	21.7	2,538,118	74.6	124,369	3.7	3,401,326
1928	1,222,992	28.1	2,956,594	67.8	179,173	4.1	4,358,759
1929	1,958,738	36.7	3,178,773	59.6	199,576	3.7	5,337,087
1930	1,412,450	42.0	1,850,956	55.0	99,414	3.0	3,362,820
1931	1,050,545	44.1	1,244,272	52.3	85,609	3.6	2,380,426
1932	706,977	53.1	573,780	43.1	51,103	3.8	1,331,860
1933	930,303	49.2	833,256	44.1	126,258	6.7	1,889,817
1934	1,209,291	44.2	1,373,239	50.2	154,540	5.6	2,737,070
1935	1,899,974	47.8	1,798,809	45.3	272,458	6.9	3,971,241
1936	2,237,432	50.1	1,912,594	42.9	311,436	7.0	4,461,462
1937	2,452,300	50.9	2,027,146	42.1	340,773	7.1	4,820,219
1938	1,330,334	53.0	1,026,441	40.9	151,632	6.1	2,508,407
1939	1,996,629	55.6	1,383,711	38.6	208,549	5.8	3,588,889
1940	2,618,484	58.6	1,579,371	35.3	274,431	6.1	4,472,286
1941	2,756,974	57.0	1,795,825	37.1	287,703	5.9	4,840,502
1942-1945	War years not available.						
1946	1,661,637	53.8	1,258,264	40.7	169,664	5.5	3,089,565
1947	2,822,773	58.8	1,688,660	35.2	286,188	6.0	4,797,621
1948	3,289,641	62.2	1,664,088	31.5	331,815	6.3	5,285,544
1949	4,167,269	66.6	1,596,109	25.5	490,273	7.9	6,253,651
1950	5,776,706	72.2	1,640,994	20.5	585,356	7.3	8,003,056
1951	4,966,709	73.4	1,329,838	19.7	468,716	6.9	6,765,263
1952	4,321,273	78.0	840,262	15.2	377,424	6.8	5,538,959
1953	5,712,360	78.0	1,114,479	15.2	496,375	6.8	7,323,214
1954	5,314,842	80.5	916,185	13.9	370,044	5.6	6,601,071
1955	7,549,944	82.4	1,141,095	12.4	478,911	5.2	9,169,950

SOURCE: Automobile Manufacturers Association.

1955 Motor Vehicle Registrations

One Passenger Car for Every Four

County, Principal City and State	REGISTRATIONS JULY 1, 1955		County Population	Number of Families	Persons per	Families per
			Jan. 1, 1956**	Jan. 1, 1956**	Pass. Car	Pass. Car
	Passenger Cars*	Trucks*				
5 Boroughs, N. Y., N. Y.	1,303,102	119,502	7,999,300	2,516,400	6.1	1.9
Los Angeles①, L.A., Cal.	2,099,268	236,218	5,300,300	1,833,500	2.5	.9
Cook, Chicago, Ill.	1,296,497	113,408	4,866,100	1,518,000	3.7	1.2
Wayne③, Detroit, Mich.	894,396	76,392	2,721,700	784,500	3.0	.9
Philadelphia, Philadelphia, Pa.	435,527	55,703	2,166,400	633,900	5.0	1.1
Allegheny, Pittsburgh, Pa.	402,679	47,938	1,576,900	456,200	3.9	1.1
Cuyahoga, Cleveland, O.	498,921	43,409	1,525,100	459,900	3.1	.9
St. Louis②, St. Louis, Mo.	408,600	49,590	1,387,900	428,700	3.4	1.0
Baltimore④, Baltimore, Md.	318,289	42,382	1,321,000	377,500	4.1	1.2
Middlesex①, Cambridge, Mass.	324,879	32,950	1,140,700	321,800	3.5	1.0
Harris, Houston, Texas	331,920	61,542	1,076,200	321,800	3.2	1.0
Nassau③, Hempstead, N. Y.	394,751	27,972	1,065,100	315,400	2.7	.8
Erie, Buffalo, N. Y.	299,672	31,500	1,002,500	295,300	3.3	1.1
Essex, Newark, N. J.	272,146	32,759	980,000	291,800	3.6	1.1
Milwaukee, Milwaukee, Wisc.	285,506	28,073	965,700	288,100	3.4	1.0
Washington, D. C.	191,878	24,097	876,800	257,200	4.6	1.3
Alameda④, Oakland, Cal.	293,442	35,450	864,600	292,600	2.9	1.0
Suffolk, Boston, Mass.	177,817	26,993	846,700	244,200	4.8	1.4
San Diego, San Diego, Cal.	252,061	30,100	826,200	271,800	3.3	1.1
San Francisco, San Fr., Cal.	235,602	44,226	806,500	286,500	3.4	1.2
Hamilton, Cincinnati, O.	223,237	24,946	796,900	253,600	3.6	1.1
Dallas, Dallas, Texas	262,978	43,739	792,400	243,100	3.0	.9
King, Seattle, Wash.	265,832	39,499	777,800	264,200	2.9	1.0
Hennepin, Minneapolis, Minn.	256,307	30,096	749,300	230,100	2.9	.9
Dade, Miami, Fla.	272,595	33,515	743,700	229,200	2.7	.8
Westchester, Yonkers, N. Y.	246,263	19,884	723,400	214,000	2.9	.9
DeKalb-Fulton, Atlanta, Ga.	214,118	35,406	700,200	202,300	3.3	.9
Bergen, Hackensack, N. J.	235,327	19,791	687,700	210,700	2.9	.9
Clay-Jackson, Kansas City, Mo.	215,264	29,379	643,900	216,600	3.0	1.0
Hudson, Jersey City, N. J.	141,909	16,344	642,100	194,900	4.5	1.4
Orleans Parish, N. Orleans, La.	135,281	19,995	630,200	186,700	4.7	1.4
Hartford, Hartford, Conn.	195,367	21,614	622,900	181,000	3.2	.9
Marion, Indianapolis, Ind.	213,210	32,176	613,100	193,800	2.9	.9
Jefferson, Birmingham, Ala.	151,757	24,421	612,700	173,400	4.0	1.1
New Haven⑤, New Haven, Conn.	183,398	24,629	605,400	178,400	3.3	1.0
Fairfield, Bridgeport, Conn.	211,382	24,278	592,000	173,500	2.8	.8
Franklin, Columbus, Ohio	193,386	25,246	585,300	173,800	3.0	.9
Providence①, Providence, R. I.	171,723	22,872	584,900	175,200	3.4	1.0
Bexar, San Antonio, Texas	160,835	27,151	580,500	152,900	3.6	1.0
Worcester, Worcester, Mass.	157,471	21,247	580,200	168,600	3.7	1.1
Jefferson, Louisville, Ky.	160,509	22,676	568,000	170,800	3.5	1.1
Essex, Lynn, Mass.	152,698	16,985	550,600	167,800	3.6	1.1
Oakland, Pontiac, Mich.	203,984	17,538	542,800	154,600	2.7	.8
Shelby, Memphis, Tenn.	133,280	21,040	534,400	152,300	4.0	1.1
Monroe, Rochester, N. Y.	169,633	17,165	533,200	165,200	3.1	1.0
Multnomah, Portland, Ore.	193,675	28,787	527,200	182,700	2.7	.9
Tarrant, Ft. Worth, Texas	158,399	25,382	507,000	154,400	3.2	1.0
Maricopa, Phoenix, Ariz.	145,034	36,458	505,000	146,500	3.5	1.0
Denver, Denver, Colo.	181,845	25,887	498,100	163,400	2.7	.9
Norfolk, Norfolk, Va.	160,946	14,449	475,000	122,300	4.4	1.2
Lake③, Gary, Ind.	130,467	16,571	465,600	134,200	3.6	1.0
Union, Elizabeth, N. J.	155,567	14,116	461,100	136,100	3.0	.9
Summit, Akron, Ohio	150,288	16,509	459,400	137,800	3.1	.9
Montgomery, Dayton, Ohio	154,925	16,114	456,400	135,400	2.9	.9
Trumbull-Mahoning, Youngstown, Ohio	141,647	14,526	453,400	128,400	3.2	.9
Norfolk, Quincy, Mass.	144,075	12,157	453,300	129,300	3.1	.9
Suffolk, Kings Park, N. Y.	160,229	19,099	446,000	122,300	2.8	.8
Lucas, Toledo, Ohio	142,306	14,693	429,700	131,000	3.0	.9
Montgomery, Norristown, Pa.	147,135	16,807	405,800	112,100	2.8	.8
Bristol, Fall River-New Bedford, Mass.	111,066	14,428	402,200	121,800	3.6	1.1
Hampden, Springfield, Mass.	120,125	14,591	399,600	117,500	3.3	1.1
Duval, Jacksonville, Fla.	106,030	17,429	398,000	112,300	3.8	1.1
Oklahoma, Okla. City, Okla.	130,373	28,380	394,900	126,300	3.0	1.0
Ramsey, St. Paul, Minn.	129,591	16,923	388,500	117,300	3.0	.9
Luzerne, Wilkes-Barre, Pa.	94,707	14,403	379,700	106,500	4.0	1.1
Onondaga, Syracuse, N. Y.	112,149	13,506	377,300	112,300	3.4	1.0

Registrations in 115 Leading Counties

Four Persons, or Every 1.1 Families

County, Principal City and State	REGISTRATIONS JULY 1, 1955		County Population Jan. 1, 1956**	Number of Families Jan. 1, 1956**	Persons per Pass. Car	Families per Pass. Car
	Passenger Cars*	Trucks*				
Passaic, Paterson, N. J.	115,354	13,395	366,100	113,900	3.2	1.0
Davidson, Nashville, Tenn.	97,828	15,102	354,600	100,400	3.6	1.0
Camden, Camden, N. J.	97,018	10,106	335,500	99,200	3.5	1.0
Genesee, Flint, Mich.	120,866	12,179	330,000	97,200	2.7	.8
Hillsborough, Tampa, Fla.	100,989	19,836	328,100	96,400	3.2	1.0
Kent, Grand Rapids, Mich.	114,759	14,592	323,400	98,800	2.8	.9
Westmoreland, N. Kensington, Pa.	87,872	12,820	321,100	90,300	3.6	1.0
Henrico, Richmond, Va.	87,228	17,409	319,600	89,500	3.7	1.0
Stark, Canton, Ohio	102,737	13,250	317,200	93,100	3.1	.9
Sedgwick, Wichita, Kansas	113,199	18,249	315,800	103,800	2.8	.9
Salt Lake, Salt Lake City, Utah	97,958	16,964	312,400	90,700	3.2	.9
Douglas, Omaha, Neb.	95,270	13,261	308,600	94,700	3.2	1.0
Pierce, Tacoma, Wash.	84,650	14,025	304,400	90,800	3.6	1.0
Tulsa, Tulsa, Okla.	111,919	25,271	297,700	94,500	2.7	.8
Mobile, Mobile, Ala.	69,199	11,291	266,300	73,700	3.8	1.1
El Paso, El Paso, Texas	58,038	9,536	262,200	63,500	4.5	1.1
Berks, Reading, Pa.	82,393	12,905	261,200	77,500	3.2	.9
Spokane, Spokane, Wash.	77,814	15,466	261,000	85,300	3.4	1.1
New Castle, Wilmington, Del.	92,109	18,827	259,900	74,100	2.8	.8
Mercer, Trenton, N. J.	78,374	10,110	259,000	70,000	3.3	.9
Lackawanna, Scranton, Pa.	57,609	9,398	255,700	73,800	4.4	1.3
Polk, Des Moines, Iowa	79,911	12,578	249,200	80,700	3.1	1.0
Pulaski, Little Rock, Ark.	55,035	12,129	240,900	72,400	4.4	1.3
Knox, Knoxville, Tenn.	62,530	10,082	239,400	66,100	3.8	1.1
St. Joseph, South Bend, Ind.	75,174	10,643	238,400	70,900	3.2	.9
Erie, Erie, Pa.	72,905	10,013	236,600	68,800	3.2	.9
Oneida, Utica, N. Y.	68,817	9,914	234,500	68,500	3.4	1.0
Nueces, Corpus Christi, Texas	59,361	12,356	233,900	62,400	3.9	1.1
Mecklenburg, Charlotte, N. C.	68,156	13,210	229,400	61,600	3.4	.9
Hamilton, Chattanooga, Tenn.	56,910	9,591	223,800	64,900	3.9	1.1
St. Louis, Duluth, Minn.	68,241	12,751	217,300	67,100	3.2	1.0
E. Baton Rouge, Baton Rouge, La.	55,774	9,380	212,500	59,200	3.8	1.1
Caddo Parish, Shreveport, La.	61,080	12,698	205,900	59,900	3.4	1.0
Allen, Ft. Wayne, Ind.	69,263	10,765	203,800	63,900	3.0	.9
Lehigh, Allentown, Pa.	59,372	9,499	204,600	59,200	3.4	1.0
Wyandotte, Kansas City, Kansas	63,404	9,702	194,200	60,500	3.1	1.0
Travis, Austin, Texas	52,840	10,172	190,500	50,500	3.6	1.0
Peoria, Peoria, Ill.	58,868	8,445	187,600	58,100	3.2	1.0
Vanderburgh, Evansville, Ind.	50,993	8,714	179,200	55,700	3.5	1.1
Chatham, Savannah, Ga.	41,686	7,012	164,500	48,400	3.9	1.2
Montgomery, Montgomery, Ala.	43,374	7,742	155,400	43,600	3.6	1.0
Total of 115 Counties	21,729,353	2,694,439	75,195,900	22,895,400	3.5	1.1
Total of U. S.	47,377,970	9,162,444	165,811,500	48,600,400	3.5	1.0

① Additional cities of 100,000 population or more are contained in the following counties: Los Angeles Co., Cal.—Long Beach, Pasadena, and Glendale; Middlesex Co., Mass.—Somerville; Alameda Co., Cal.—Berkeley; New Haven Co., Conn.—Waterbury; Nassau Co., N. Y.—Oyster Bay; Providence Co., R. I.—Central Falls, Pawtucket; Lake Co., Ind.—Hammond; Wayne Co., Mich.—Dearborn.

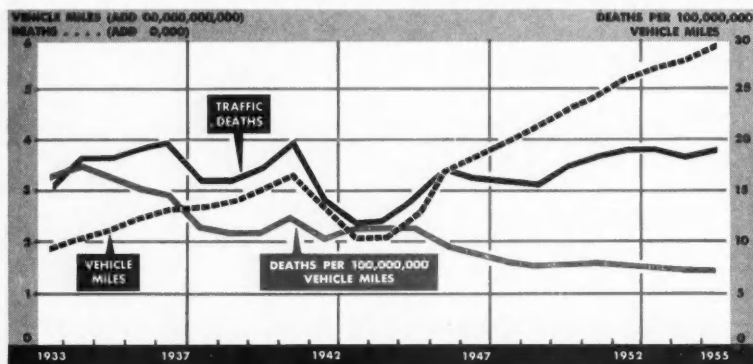
② In the case of Baltimore, Md., and St. Louis, Mo., figures shown are for county and independent city of same name combined.

NOTE: Counties included in above tabulation are those which contain one or more cities of 100,000 or more population plus those counties without any such cities but with a total county population of 300,000.

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1955 Traffic Deaths Were 6.4 Per 100 Million Miles



DEATHS FROM COLLISION WITH										TOTAL DEATH RATES		
	ALL DEATHS*	Deaths From Non-Collision Accidents	Pedestrians	Other Motor Vehicles	Railroad Trains	Street Cars	Bicycles and Horse-drawn Vehicles	Fixed Objects	Per 100,000 Population	Per 10,000 Motor Vehicles	Per 100,000,000 Vehicle Miles	
1927.....	25,800	7,870	10,820	3,430	1,830	520	820	500	21.8	11.2	16.3	
1928.....	28,000	8,070	11,420	4,310	2,140	570	950	540	23.4	11.4	16.2	
1929.....	31,200	9,380	12,250	5,400	2,050	530	990	620	25.7	11.8	15.8	
1930.....	32,900	9,970	12,900	5,800	1,830	480	1,150	720	26.7	12.4	16.0	
1931.....	33,700	9,570	13,370	6,820	1,710	440	900	870	27.2	13.0	15.6	
1932.....	29,500	8,500	11,490	6,070	1,520	320	750	800	23.6	12.2	14.7	
1933.....	31,363	8,680	12,840	6,470	1,437	318	710	900	25.0	13.2	15.6	
1934.....	36,101	9,820	14,480	8,110	1,457	332	860	1,040	28.6	14.4	16.7	
1935.....	36,369	9,720	14,350	8,750	1,587	253	700	1,010	28.6	13.9	15.9	
1936.....	38,089	9,410	15,250	9,500	1,697	269	900	1,060	29.7	13.5	15.1	
1937.....	39,643	9,690	15,500	10,320	1,810	264	900	1,160	30.8	13.3	14.7	
1938.....	32,582	7,350	12,850	8,900	1,490	165	890	940	25.1	11.1	12.0	
1939.....	32,386	7,900	12,400	8,700	1,330	150	910	1,000	24.7	10.6	11.3	
1940.....	34,501	7,800	12,700	10,100	1,707	132	960	1,100	26.1	10.8	11.4	
1941.....	39,969	9,450	13,550	12,500	1,840	118	1,160	1,350	30.0	11.6	12.0	
1942.....	28,309	6,740	10,650	7,300	1,754	124	890	850	21.2	8.7	10.6	
1943.....	23,823	5,690	9,900	5,300	1,448	171	610	700	17.8	7.8	11.5	
1944.....	24,282	5,600	9,900	5,700	1,663	175	540	700	18.3	8.1	11.5	
1945.....	28,076	6,600	11,000	7,150	1,703	163	630	800	21.2	9.2	11.3	
1946.....	33,411	8,900	11,600	9,400	1,703	174	670	950	23.9	9.8	9.8	
1947.....	32,697	8,800	10,450	9,900	1,736	102	700	1,000	22.8	8.7	8.8	
1948.....	32,259	8,950	9,950	10,200	1,474	83	600	1,000	22.1	7.9	8.1	
1949.....	31,701	9,100	8,800	10,500	1,452	56	690	1,100	21.3	7.2	7.5	
1950.....	34,763	10,950	9,100	11,250	1,541	89	560	1,300	23.0	7.2	7.6	
1951.....	37,996	11,600	9,200	12,600	1,573	46	550	1,400	24.1	7.2	7.5	
1952.....	37,794	12,850	8,600	12,900	1,429	32	500	1,500	24.3	7.2	7.4	
1953.....	37,955	13,050	8,700	12,600	1,506	26	550	1,500	24.0	6.8	7.0	
1954.....	35,586	12,550	8,000	11,750	1,269	28	480	1,500	22.1	6.1	6.3	
1955.....	38,300	13,500	8,200	13,000	1,398	20	580	1,600	23.3	6.2	6.4	

* Totals do not quite equal the sum of the various types because the estimates were generally made only to the nearest 10 deaths, and to the nearest 50 deaths for certain types.

SOURCE: "Accident Facts" by the National Safety Council.

Members of

Automobile Manufacturers Association

Passenger Car Manufacturers

Trade Name	Member or Manufacturer	Address
Buick	Buick Motor Division, General Motors Corporation	Flint 2, Mich.
Cadillac	Cadillac Motor Car Division, General Motors Corporation	Detroit 32, Mich.
Checker	Checker Cab Mfg. Corporation	Kalamazoo 13F, Mich.
Chevrolet	Chevrolet Motor Division, General Motors Corporation	Detroit 2, Mich.
Chrysler	Chrysler Division, Chrysler Corporation	Detroit 31, Mich.
De Soto	De Soto Division, Chrysler Corporation	Detroit 31, Mich.
Dodge	Dodge Division, Chrysler Corporation	Detroit 31, Mich.
Hudson	Hudson Motors Division, American Motors Corporation	Detroit 32, Mich.
Imperial	Chrysler Division, Chrysler Corporation	Detroit 31, Mich.
Metropolitan	Automotive Division, American Motors Corporation	Detroit 32, Mich.
Nash	Nash Motors Division, American Motors Corporation	Detroit 32, Mich.
Oldsmobile	Oldsmobile Division, General Motors Corporation	Lansing 21, Mich.
Packard	Studebaker-Packard Corporation	Detroit 32, Mich.
Plymouth	Plymouth Division, Chrysler Corporation	Detroit 31, Mich.
Pontiac	Pontiac Motor Division, General Motors Corporation	Pontiac 11, Mich.
Rambler	Automotive Division, American Motors Corporation	Detroit 32, Mich.
Studebaker	Studebaker-Packard Corporation	South Bend 27, Ind.

Station Wagon Manufacturers

Buick	Buick Motor Division, General Motors Corporation	Flint 2, Mich.
Chevrolet	Chevrolet Motor Division, General Motors Corporation	Detroit 2, Mich.
Chrysler	Chrysler Division, Chrysler Corporation	Detroit 31, Mich.
De Soto	De Soto Division, Chrysler Corporation	Detroit 31, Mich.
Dodge	Dodge Division, Chrysler Corporation	Detroit 31, Mich.
G.M.C.	G.M.C. Truck and Coach Div., General Motors Corporation	Pontiac 11, Mich.
International	International Harvester Company	Chicago 1, Ill.
Plymouth	Plymouth Division, Chrysler Corporation	Detroit 31, Mich.
Pontiac	Pontiac Motor Division, General Motors Corporation	Pontiac 11, Mich.
Rambler	Automotive Division, American Motors Corporation	Detroit 32, Mich.
Studebaker	Studebaker-Packard Corporation	South Bend 27, Ind.
Willys	Willys Motors, Inc.	Toledo 1, Ohio

Cab-Over-Engine Truck Manufacturers

Chevrolet	Chevrolet Motor Division, General Motors Corporation	Detroit 2, Mich.
G.M.C.	G.M.C. Truck and Coach Div., General Motors Corporation	Pontiac 11, Mich.
Diamond T	Diamond T Motor Car Company	Chicago 23, Ill.
Dodge	Dodge Division, Chrysler Corporation	Detroit 31, Mich.
International	International Harvester Company	Chicago 1, Ill.
Mack	Mack Trucks, Inc.	New York 1, N. Y.
Peterbilt	Peterbilt Motors Company	Oakland 5, Calif.
Reo	Reo Motors, Inc.	Lansing 20, Mich.
Walter	Walter Motor Truck Company	Ridgewood 27, N. Y.
White	The White Motor Company	Cleveland 1, Ohio

Members of

Automobile Manufacturers Association

Motor Truck Manufacturers

Including Light Commercial Vehicle Manufacturers

Trade Name	Member or Manufacturer	Address
Autocar	Autocar Division, The White Motor Company	Exton, Pa.
Chevrolet	Chevrolet Motor Division, General Motors Corporation	Detroit 2, Mich.
Diamond T	Diamond T Motor Car Company	Chicago 23, Ill.
Divco	Divco Corporation	Detroit 5, Mich.
Dodge	Dodge Division, Chrysler Corporation	Detroit 31, Mich.
Duplex	Duplex Truck Company	Lansing 4, Mich.
Fageol	Twin Coach Company	Kent, Ohio
G.M.C.	G.M.C. Truck and Coach Div., General Motors Corporation	Pontiac 11, Mich.
International	International Harvester Company	Chicago 1, Ill.
Mack	Mack Trucks, Inc.	New York 1, N. Y.
Peterbilt	Peterbilt Motors Company	Oakland 5, Calif.
Pontiac	Pontiac Motor Division, General Motors Corporation	Pontiac 11, Mich.
Reo	Reo Motors, Inc.	Lansing 20, Mich.
Studebaker	Studebaker-Packard Corporation	South Bend 27, Ind.
Walter	Walter Motor Truck Company	Ridgewood 27, N. Y.
White	The White Motor Company	Cleveland 1, Ohio
Willys	Willys Motors, Inc.	Toledo 1, Ohio

Multi-Stop Delivery Truck Manufacturers

Chevrolet	Chevrolet Motor Division, General Motors Corporation	Detroit 2, Mich.
Divco	Divco Corporation	Detroit 5, Mich.
Dodge	Dodge Division, Chrysler Corporation	Detroit 31, Mich.
G.M.C.	G.M.C. Truck and Coach Div., General Motors Corporation	Pontiac 11, Mich.
International	International Harvester Company	Chicago 1, Ill.

Motor Coach Manufacturers

Flxible	The Flxible Company	Loudonville, Ohio
Flxible-Twin Coach	The Flxible Company	Loudonville, Ohio
G.M. Coach	G.M.C. Truck and Coach Div., General Motors Corporation	Pontiac 11, Mich.
Mack	Mack Trucks, Inc.	New York 1, N. Y.
Transit Buses, Inc.	Transit Buses, Inc., Subsidiary of Checker Cab Manufacturing Corporation	Kalamazoo 13F, Mich.

School Bus Chassis Manufacturers

Chevrolet	Chevrolet Motor Division, General Motors Corporation	Detroit 2, Mich.
Dodge	Dodge Division, Chrysler Corporation	Detroit 31, Mich.
G.M.C.	G.M.C. Truck and Coach Div., General Motors Corporation	Pontiac 11, Mich.
International	International Harvester Company	Chicago 1, Ill.
Mack	Mack Trucks, Inc.	New York 1, N. Y.
Reo	Reo Motors, Inc.	Lansing 20, Mich.
Studebaker	Studebaker-Packard Corporation	South Bend 27, Ind.
White	The White Motor Company	Cleveland 1, Ohio

Associations of the Automobile Industry

Automobile Manufacturers Association, Inc.

Offices: Headquarters: 320 New Center Building, Detroit 2, Mich.; Branches: 366 Madison Avenue, New York 17, N. Y., and 830 Transportation Building, Washington 6, D. C.

President: James J. Nance, President, Studebaker-Packard Corporation.

Advisory Vice-Pres.: Alfred Reeves.

Managing Director: William J. Cronin.

The Automobile Manufacturers Association Inc., was organized in 1913 under the name of Automobile Chamber of Commerce (later changed to National Automobile Chamber of Commerce and in 1934 changed to Automobile Manufacturers Association, Inc.). Earlier associations were: National Association of Automobile Manufacturers, Automobile Board of Trade, Association of Licensed Automobile Manufacturers and American Motor Car Manufacturers Association, all in existence prior to 1913.

The principal purposes of the Association are:

To contribute in the public interest to the suc-

cessful operation of those engaged in the business of manufacturing passenger cars, commercial cars, trucks, buses and similar self-propelled vehicles, by assisting in the solution of problems affecting the industry and the general public;

To promote free competition in the manufacture, distribution, sale and servicing of the industry's products;

To collect and utilize technical and other information regarding the various aspects of the automotive business;

To aid in the solution of problems affecting the industry through the use of such information;

To facilitate the exchange of information among its members regarding inventions, patents, trade-marks, processes and devices usable on motor vehicles and in their production and sales; and

To acquire and dispose of property, including inventions, letters patent and processes or rights thereunder, subject to such limitations as may be prescribed by law, and not for pecuniary profit.

American Automobile Association

National Headquarters: 1712 G Street, N.W., Washington 6, D. C.

President: Andrew J. Sordani, Hotel Sterling, Wilkes-Barre, Pa.

Executive Vice-President: Russell E. Singer.

The world's largest motor federation—composed of 750 motor clubs and branches and over 5,040,000 members. It is a national non-profit civic body, officered by responsible business and professional men.

Its objects, briefly stated, are:

To unite in one body all the automobile clubs and individual motorists in the country.

To secure reasonable and just legislation and to aid in proper enforcement of automobile laws and ordinances.

To secure the construction and maintenance of a system of highways adequate to the needs of motor transport.

To encourage travel by automobile, bus, steamship, rail and air, and to secure, prepare, and disseminate information relative thereto.

To support sportsmanlike contests and other movements that will advance motoring interests.

To develop service to motorists through clubs.

To promote highway safety.

To facilitate touring by Americans in foreign countries.

The Association of American Battery Manufacturers, Inc.

Executive Headquarters: 70 Cherry Street, Akron 8, Ohio.

President: W. R. Smith, States Batteries, Inc.

Executive Secretary: V. L. Smithers, 70 Cherry Street, Akron 8, Ohio.

Active membership is composed of manufacturers of wet storage batteries in North and South America.

Suppliers of materials used in the manufacture of wet storage batteries, and manufacturers of equipment used for direct servicing of storage batteries are admitted to associate membership.

Large merchandising outlets handling sales of private brand batteries are admitted to associate membership.

The Association engages in promotion of activities of interest to industry, particularly active in standardization of batteries, battery testing, guarantee and adjustment policies, and educational programs which improve care and servicing of batteries.

American Finance Conference

Offices: 1250 Midland Bldg., 176 West Adams St., Chicago 3, Illinois.

President: Richard E. Meier, President, Interstate Finance Corp., 405 Sycamore St., Evansville, Indiana.

Chairman, Executive Committee: A. J. Blasco, President, Interstate Securities Co., P. O. Box 386, Kansas City, Mo.

Executive Vice-President: Thomas W. Rogers, 176 West Adams St., Chicago 3, Illinois.

A national trade association representing 375 automobile finance companies operating nearly 1,800 offices in 46 states and Canada. Purpose is to promote the betterment of the business of its members by coordinating its forces for educational, legislative, defensive, or other purposes, by aiding and cooperating with any movement beneficial to the automobile financing business.

Associations of the Automobile Industry

American Taxicab Association, Inc.

General Office: 4415 N. California Ave., Chicago 25, Illinois.

President: W. C. Toedman, Toedman Cabs, Inc., Kansas City, Missouri.

Executive Secretary: M. H. Smith, Chicago, Illinois.

Washington Representative: Jeremiah Courtney, Airt'y, 908 20th St. N.W., Washington 6, D. C.

A National non-profit trade association serving some 1500 members engaged in the taxicab business all over the United States. Keeps industry informed through A-T-A NEWS the "Encyclopedia of the Industry," and official publication of the association. Publishes annual A-T-A DATA BOOK which contains rates of fare, wage scales, ordinances, etc. Compiles and disseminates information and statistics pertaining to the industry to its members. Maintains Research Dept.-Sponsors Regional and National Conventions and Trade Shows.

Automobile Old Timers, Inc.

National Headquarters: 22 East 38th St., New York 16, N. Y.

Past Honorary President: Alfred P. Sloan, Jr.

Honorary President: William L. Hughson.

President: Willard F. Rockwell.

Vice Presidents: William E. Holler, Alfred Reeves, John J. Schumann, Jr., A. W. Herrington.

Executive Vice Pres.: Frederick H. Elliott.

Secretary-Treasurer: Russell M. Nelson.

Established in 1939 to conduct a national organization composed of persons who have been, or may be, associated in developing, encouraging and facilitating the use of motor vehicles in the United States.

To give special recognition to and record outstanding experiences and events in the history of the automotive industry; to encourage collections and exhibitions of motor vehicles, their parts and accessories that will demonstrate the advances made in their manufacture and use; to publish a magazine describing activities of the organization.

Automotive Electric Association

General Offices: 16223 Meyers, Detroit 35, Mich.

President: E. N. Robinson, Stewart-Warner Corp. (Instrument Div.), 1826 Diversey Parkway, Chicago 14, Illinois.

Executive Secretary: J. Howard Reed, 16223 Meyers, Detroit 35, Mich.

An international association composed of manufacturers of specialized automotive original equipment and whose membership also includes distributors and service stations in the field. The compilation of technical data and information pertaining to original equipment parts and units are some of the functions of the association.

Automotive Parts Manufacturers Association

General Offices: 16219 Meyers, Detroit 35, Michigan.

President: Guy S. Peppiatt, President, Federal Mogul-Bower Bearings, Inc.

General Manager: Frank Rising, 16219 Meyers, Detroit 35, Michigan.

Washington Representative: C. O. Skinner, 1026 17th St., N.W., Washington 6, D. C.

A national, non-profit trade association serving some 350 member plants engaged in the manufacture of automotive and aviation parts. Procures, compiles, digests and disseminates, through bulletin service and direct contacts, a wide variety of information on such problems as governmental regulations on production, materials, manpower; labor relations; statistical data on payrolls, wage rates, employment, sales; and other matters affecting the welfare of the industry.

Automotive Trade Association Managers

President: David P. Welch, Tennessee Automotive Association, Nashville, Tenn.

Vice-President: Carl R. Lane, Connecticut Automotive Trades Association, Hartford, Conn.

Secretary-Treasurer: Les Sander, Illinois Automotive Trades Association, Springfield, Ill.

A National Association composed of managers of state and local automobile dealer associations.

Fosters, promotes and encourages the interchange of ideas and experiences of its members.

Automotive Safety Foundation

Headquarters: 200 Ring Building, Washington 6, D. C.

Chairman of the Board: Levin H. Campbell, Jr.

Vice-Chairmen:

Malcolm P. Ferguson, President, Bendix Aviation Corp.
Charles T. Fisher, Jr., President, National Bank of Detroit.

Clifford F. Hood, President, U. S. Steel Corp.

Stanley C. Hope, President, Esso Standard Oil Co.

William F. Hufstader, Vice-President, General Motors Corp.

L. R. Jackson, President, The Firestone Tire & Rubber Co.
G. Donald Kennedy, President, Portland Cement Association.

E. C. Wareheim, Chairman, Commercial Credit Corp.

President: J. O. Mottson.

Vice Presidents: Norman Damon; Carl E. Fritts.

Treasurer: A. O. Dietz, Chairman, Commercial Investment Trust Incorporated.

Secretary: C. O. Skinner, Washington Representative, Automotive Parts Manufacturers Association.

Assistant Treasurer: Alfred Reeves, Advisory Vice President, Automotive Manufacturers Association.

Objectives: Safe and efficient use of streets and highways; sound and orderly development of highway facilities adequate to meet transportation needs, with special attention to problems of traffic accidents, congestion, delay and parking.

Work of the Foundation is carried on through assistance to agencies and organizations in these fields, either in grants of funds or in professional staff services.

Inter-Industry Highway Safety Committee, Inc.

Headquarters: 1200 18th Street, N.W., Washington 6, D. C.

Chairman: A. vanderZee, Chrysler Corporation.

Vice-Chairman: H. D. Tompkins, Vice-President, The Firestone Tire & Rubber Co.

Secretary-Treasurer: Charles C. Freed, Past Pres., National Automobile Dealers Assn.

Managing Director: M. R. Darlington, Jr.

The Inter-Industry Highway Safety Committee, Inc., is a national non-profit organization made up of executives of automobile and tire companies, the National Automobile Dealers Association, and the National Tire Dealers and Retreaders Association. These executives comprise the Committee's board of directors.

Headquarters services include: preparation of "how-to-do-it" manuals and guides; coordination of programs with other traffic safety organizations; handling of requests for traffic safety information; and publication of periodic bulletins. Field services in connection with its program are provided through a director of field services and three full-time regional representatives.

Dealers are encouraged, through their associations and state and local highway and safety committees, to work with public officials and citizen groups in support of programs dedicated to safer and more efficient motor vehicle transportation.

Associations of the Automobile Industry

Internal Combustion Engine Institute, Inc.

General Offices: Room 914, 201 N. Wells St., Chicago 6, Illinois.

President: B. G. VanZee, Minneapolis-Moline Co., Minneapolis, Minnesota.

Vice-President: E. Don Tull, Cummins Engine Co., Inc., Columbus, Indiana.

Secretary: H. W. Smith, Caterpillar Tractor Co., Peoria, Illinois.

Treasurer: Phil Norton, Wisconsin Motor Corp., Milwaukee, Wisconsin.

Director: J. E. Heuser, LeRoi Company, Div. of Westinghouse Air Brake Co., Milwaukee, Wisconsin.

Executive Secretary: Chas. G. Spice, Room 914, 201 North Wells St., Chicago 6, Illinois.

The objective of this Institute is to promote the interests of manufacturers of internal combustion engines; to collect and disseminate pertinent data, relative to the industry, and generally do such things as may be necessary to the foregoing results.

International Road Federation

Offices: 1023 Washington Bldg., Washington 5, D. C.
Chairman of the Board: H. S. Merriman, Socony Mobil Oil Co., Inc.

Treasurer: Harrison P. Doty, Ford International.

Secretary: Dell W. Savage, The Thew Shovel Company.

Executive Director: Robert O. Swain, 1023 Washington Bldg., Washington 5, D. C.

Provides a link between some 60 national road associations overseas and fosters the organization of new ones.

Maintains liaison with all international organizations having objectives similar to its own. It is represented at international meetings concerned with highways and highway transportation, is a highway transportation consultant to United Nations, and is authorized cooperating status by the Organization of American States and the Organization for European Economic Cooperation.

Supports advanced training of foreign highway and traffic engineers in the U. S. while advocating greater international interchange of engineering and technical data. At the same time, the Federation promotes, in cooperation with its national associates, a road consciousness among the public and governments.

Collects, publishes and distributes technical, economic, statistical and other educational materials, stressing the advantages to be derived from good roads, and, concurrently, urges the planning and execution of sound programs for road development.

Offices are also maintained in London and Paris.

Motor and Equipment Manufacturers Association

Executive Headquarters: 250 West 57th St., New York 19, New York.

President: H. F. Griffin, The Griffin Lamp Co., Hamilton, Ohio.

General Manager: Albert H. Eichholz, 250 West 57th Street, New York 19, New York.

National organization, functioning since 1904, representing interests of manufacturers of automotive original equipment, replacement parts, accessories, shop equipment, service tools, and chemicals.

Motor and Equipment Wholesalers Association

Executive Headquarters: Suite 1312, 309 W. Jackson Blvd., Chicago 6, Illinois.

President: Virgil C. Smith, Auto Parts Co. Inc., Ann Arbor, Mich.

General Manager: B. W. Ruark, 309 W. Jackson Blvd., Chicago 6, Illinois.

National organization "of, by, and for interests of automotive wholesalers," distributing merchandise generally as follows: Parts, equipment, accessories and supplies in the automotive, aircraft and Marine line.

Specializes in direct services to automotive wholesalers and in representing them in trade, general and governmental contacts.

National Association of Taxicab Owners

(Affiliated with Cab Research Bureau, Inc.)

Headquarters: 803 Leader Building, Cleveland 41, Ohio.

Honorary President: W. W. Cloud.

President: Clewell Sykes.

Treasurer: Russell Reel.

Secretary: H. I. Gwilym.

Purpose: To afford members a medium of cooperation, and to collect and disseminate information that promotes the economical conduct of the taxicab business.

National Automobile Dealers Association

General Offices: 2000 K Street, N.W., Washington 6, D. C.

President: Carl E. Fribley, Norwich, New York.

First Vice-President: Frederick M. Sutter, Columbus, Indiana.

Treasurer: Allan C. Mims, Rocky Mount, N. C.

Secretary: Birkett L. Williams, Cleveland, Ohio.

Executive Vice-President: Frederick J. Bell, Washington, D. C.

General Counsel: James C. Moore.

Object is promotion of automobile dealer business; constructive publicity on dealer aims, maintenance of high merchandising standards; research on selling opportunities of the business; study of markets and dissemination of facts concerning the same; guarding dealers' interests in all matters of governmental regulation, control of consumer credit, wages and hours, etc.; opposition to harmful legislation, support of good legislation, promotion of good roads and furthering highway safety.

Young Executives of the National Automobile Dealers Association

General Offices: 2000 K Street, N.W., Washington 6, D. C.

National Chairman: Al Norman, Jr., Evanston, Ill.

National Vice-Chairman: Malcolm Milks, Lansing, Mich., Stewart Johnson, Syracuse, N. Y.

NADA Staff Representative: Sumpter T. Priddy, Washington, D. C.

Object is promotion of managerial development program to assist young executives in automobile dealerships throughout the country to prepare for executive leadership in the automobile retailing industry.

Associations of the Automobile Industry

National Highway Users Conference

Headquarters: National Press Building, Washington 4, D. C.

Chairman: William S. Richardson, President, The B. F. Goodrich Co., Akron, Ohio.

Vice-Chairmen: Arthur M. Hill, President, National Association of Motor Bus Operators; Herschel D. Newsom, Master, National Grange.

Secretary-Treasurer: L. J. Taber.

Director: Arthur C. Butler, National Press Building, Washington 4, D. C.

Promotes sound public policies on highway use, development, safety, taxation, finance and administration.

Nationally, and through 48 affiliated State Highway Users Conferences, coordinates activities of 1,500 organizations working for sound development of highway transportation through research, education, and reasonable laws and regulations.

Serves as a clearing house for information on proposed national, state and municipal legislation affecting motor vehicle taxation and regulation and highway construction. Sponsor of biennial Highway Transportation Congress.

National Standard Parts Association

General Offices: Thirty-fifth Floor, Eight S. Michigan Avenue, Chicago 3, Illinois.

Washington Office: 1001 Connecticut Ave., N.W., Washington 6, D. C.

President: Hal Miller, Womwell Automotive Parts, Inc., Lexington, Kentucky.

Executive Vice-President: J. L. Wiggins, 35th Floor, Willoughby Tower, Chicago 3, Illinois.

Membership comprises corporations, firms, or persons engaged in manufacturing and/or wholesaling automotive replacement parts, tools and equipment, supplies, accessories, paint and chemicals.

The objects of the Association are to promote closer relationships in the automotive service industry and to provide members with basic business services. The Association regularly issues bulletins and booklets and holds meetings to disseminate information on legal, legislative, advertising, merchandising, cataloging, selling and operating problems; publishes monthly illustrated news; conducts management and marketing surveys; provides personnel training booklets and films; maintains automotive service industry information bureau.

National Tire Dealers and Retreaders Association, Inc.

General Offices: 1012 14th Street, N.W., Washington 5, D. C.

President: Bill Deane, Bill Deane Co., Roswell, New Mexico.

Executive Secretary: Winston W. Marsh.

This association was formed in 1920 to advance and safeguard the business interests of the Independent Tire Dealers and Tire Renewers and to promote a co-operative relationship between the tire manufacturers, tire dealers, tire renewers, and the buying public.

The membership extends over 48 states, and some nine foreign countries. Regional offices are established in Boston. State Associations are located in 8 states. There are some 150 local associations.

National Wheel and Rim Association

General Offices: c/o Borbein, Young & Co., St. Louis 8, Mo.

President: S. I. Vaughan, Southwest Wheel, Inc., Dallas, Texas.

Treasurer: H. M. Young, Borbein, Young & Company, St. Louis 8, Missouri.

Active membership consists of firms engaged in the wholesale distribution of wheels and allied products; associate membership, the manufacturers of wheels for original equipment who sell replacement materials through distributors.

Objects: To promote the general welfare of the industry; exchange information among members; publish catalogs and sales promotion material and encourage close friendly relations among the members by means of meetings at regular intervals and bulletin service between meetings.

The Rubber Manufacturers Association

General Offices: 444 Madison Ave., New York 22, New York.

President: R. R. Ormsby.

Vice-President: W. J. Sears.

Treasurer: C. W. Halligan.

Secretary: George Flint.

A national trade organization embracing rubber manufacturers of the United States.

Its object is to promote in all lawful ways the commercial interests of its members, and secure the advantages to be obtained through mutual cooperation, for the promotion of the welfare of the rubber industry.

Society of Automotive Engineers, Inc.

General Offices: 29 West 39th St., New York 18, New York.

President: G. A. Delaney, Pontiac Motor Division, General Motors Corp., Pontiac 11, Michigan.

Secretary and General Manager: John A. C. Warner.

Object of the Society is to promote the arts, sciences, standards, and engineering practices connected with the design, construction and utilization of automotive apparatus, all forms of self-propelled or mechanically propelled mediums for the transportation of passengers or freight by land and air, and internal combustion primemovers. Publications are: SAE Transactions (annual); SAE Membership Roster (annual); The SAE Journal (monthly); and SAE Handbook, Standards and Recommended Practices (Published annually), Aeronautical Material Specifications, Aeronautical Standards, Recommended Practices, and Aeronautical Information Reports (looseleaf).

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